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February 20, 1961

RAILWAY AGE *weekly*

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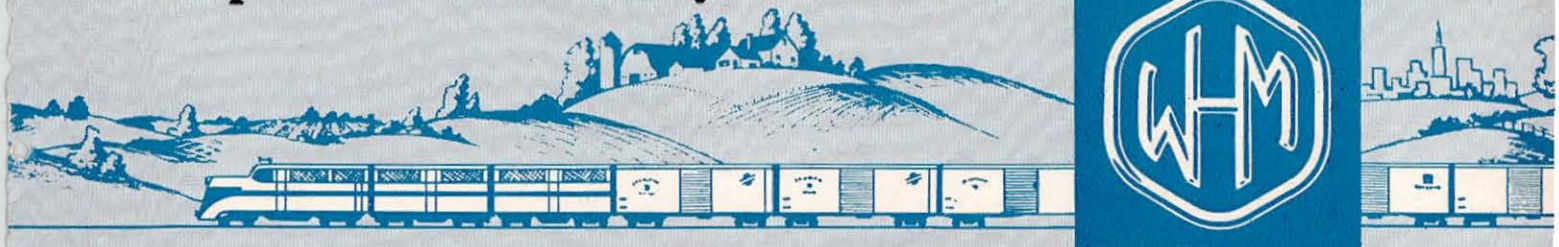

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Week at a Glance

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Mitchell quits rules commission .....p. 9

The former secretary of labor has found that political campaigning in New Jersey won't leave him with sufficient time to devote to the "featherbedding" study.

AAR hits Teamster charges p.10

The railroads have struck back at what they call "a self-serving, destructive campaign... to halt or cripple piggybacking."

Cover Story—New Haven cleans diesel parts faster.....p.12

The road does it with automatic cleaning systems, which have reduced costs. Cleaning time has been cut by over 60%.

ICC orders grade crossing probe p.14

The Commission will investigate the rising number of accidents involving trains and highway trucks hauling dangerous cargoes.

Cover Story—Automatic yards: What they will and won't do....p.16

The yards have limitations and advantages. Among the latter are the facts that they reduce damage to lading and cars and they cost less to operate than flat yards. Here's a summary of current thinking about the problems, and the decided benefits, of operating automatic yards.

How two RRs fight the damage problem p.22

The C&NW has stepped up its successful campaign against loss and damage by creating a department staffed with specialists. The Clinchfield has come up with an ingenious solution to the problem of ice-caused damage to automobiles stacked on multi-level cars.

Philadelphia could be pattern p.33

President Kennedy, who has talked about setting up a department of urban affairs to deal with mass-transit problems, will find Philadelphia ready and willing to work out a joint federal-local program.

The Action Page—Regulation or execution? p.46

Some Interstate Commerce Commissioners deplore the undermining of common carriers by unregulated and private transportation. Other Commission members, and some hearing examiners, seem to be doing their level best to aid and accelerate that disastrous trend.

Hennessy AR 12 Dust Guard Oil Seal

The new Hennessy AR 12 Dust Guard Oil Seal is the first completely self-aligning seal for journal boxes. It's design effectively keeps dust and moisture out of the box and establishes a highly efficient seal against journal oil loss. Top quality construction and rugged design assures efficient operation in between wheel changes regardless of time interval. Even after extensive testing in actual operation the Hennessy AR 12 Dust Guard Oil Seal showed no visible signs of wear. Write for more information today. Bulletin No. 100.

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Week at a Glance

Current Statistics

Operating revenues	
11 mos., 1960	$8,782,777,302
11 mos., 1959	8,979,398,045
Operating expenses	
11 mos., 1960	6,951,724,230
11 mos., 1959	7,050,235,908
Taxes	
11 mos. 1960	945,064,644
11 mos., 1959	958,748,814
Net railway operating income	
11 mos., 1960	549,744,777
11 mos., 1959	671,185,991
Net income estimated	
11 mos., 1960	393,000,000
11 mos., 1959	484,000,000
Carloadings revenue freight	
5 wks., 1961	2,419,485
5 wks., 1960	2,974,177
Freight cars on order	
Jan. 1, 1961	21,070
Jan. 1, 1960	43,870
Freight cars delivered	
12 mos., 1960	57,047
12 mos., 1959	37,819

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Short and Significant

Federal guaranty of another $3,500,000 loan . . .

to the New Haven has been approved by the ICC. The road had asked the Commission to approve guaranty of $5,000,000. The $3,500,000 authorized brings to $18,159,400 the total thus far guaranteed for the New Haven.

Low backlog of car orders . . .

was cited by Chairman W.T. Taylor of ACF Industries in explaining predictions of lower earnings for the fiscal year ending April 30. The steady growth in ACF's car-leasing business gave a "brighter aspect," however, Mr. Taylor said.

CN will extend its incentive-rate program . . .

and increase its sales force to take advantage of improvements in freight handling, pricing and service, President Donald Gordon said in a speech prepared for delivery to the Canadian Industrial Traffic League in Toronto last week.

Merger suspense built up last week . . .

as one western consolidation drew nearer the ICC and another gave indications that its scope may change. At press time, all signs pointed to the imminent filing of the long-awaited GN-NP-CB&Q-SP&S application. At the same time, attention began to focus on board meetings of the C&NW and the Milwaukee set for Feb. 23. Among the possibilities: A renewal of merger talks, broken off some five years ago. Milwaukee-Rock Island merger studies, now completed or virtually so, appear likely to go into the inactive file.

A $4,000,000-a-year aid program . . .

for the Long Island was reported under consideration by New York state authorities last week. It would involve real estate tax relief and a shifting of station and grade-crossing costs to state and local governments.

First unified terminal operation . . .

since the Erie-Lackawanna merger became effective last October has taken place following the signing of agreements with three operating unions on assignment of jobs at various yard locations. Full integration of the work of former Erie and Lackawanna employees was made in the freight yards at Binghamton, Buffalo and Black Rock, N.Y., and at Croxton, Weehawken and Paterson, N.J.

Fines totaling $73,950 . . .

were paid during the three months ended with January by 48 railroads for violation of Safety Appliance, Hours of Service, Accident Reports, Locomotive Inspection, and Signal Inspection Acts.

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Mitchell Quits Rules Commission

► The Story at a Glance: The Presidential Railroad Commission which is studying "featherbedding" will get a new chairman to succeed James P. Mitchell as soon as the railroads and "op" unions submit a joint recommendation to President Kennedy. Management and union representatives are also conferring with the commission's staff about future procedures for the study. Pending the outcome of these conferences, the public-hearing plan will be continued with sessions this week.

James P. Mitchell's resignation from the chairmanship of the Presidential Railroad Commission resulted from his determination that he could not give the job its due while fulfilling also his responsibilities as a candidate for the governorship of New Jersey. Such a development had been anticipated (RA, Jan. 30, p. 61) after the former secretary of labor agreed to seek the Republican nomination for that office in a primary election to be held in April.

Mr. Mitchell's letter of resignation went to President Kennedy Feb. 14. It made the resignation effective "at once." It also said:

"The commission has been organized, staff has been engaged and both the carriers and organizations representing the employees have made their opening statements [RA, Feb. 13, p. 9]. The commission is now at the point of deciding on how it will proceed to hold future hearings, to conduct investigations and other substantive matters.

"At this juncture of the commission's activities I have felt it desirable to consider whether or not I would have the time available for the next 10 to 12 months to give to the important function of chairman. I have now determined that the pressure of other responsibilities makes it impossible for me to continue as chairman and do justice to the important duties vested in that office."

President Kennedy's brief reply said the President appreciated the factors which impelled Mr. Mitchell to take this step. It added: "When I have received a joint recommendation from the parties, I shall appoint your successor."

Mr. Mitchell was one of the five public members of the 15-man commission appointed by former President Eisenhower to study the railroad industry's dispute over working rules applicable to operating employees. The other 10 members are five representatives of railroad management and five representatives of the "op" unions. Russell A. Smith, associate dean of the University of Michigan Law School, one of the four remaining public members, is vice-chairman of the commission.

When Mr. Mitchell announced his resignation, the union and management members issued a joint statement saying they appreciated and understood the considerations which motivated his action but nevertheless "deeply regret the loss of his great talent as chairman."

The agreement to submit the dispute to the commission came out of meetings which Mr. Mitchell, in his former role of secretary of labor, held with representatives of the brotherhoods and the railroads' regional conference committees. This was recognized in the joint management-labor statement which also said:

"Without Mr. Mitchell's determination, dedication and enlightened insight into the problems involved, there would not be a Presidential Railroad Commission today. The agreement which forms the basis for the commission was arrived at under his guidance and through his mediation efforts. It became evident that he was eminently qualified to serve as its chairman. As a result, representatives of railroad management and railroad labor jointly made this recommendation to President Eisenhower who persuaded Mr. Mitchell, at some personal sacrifice of his own future plans, to accept this additional service."

At this week's public hearings, Howard Neitzert, chief counsel for the railroads, is expected to begin offering evidence on management's proposal that it be allowed to determine when firemen should be used on diesel locomotives in freight and yard service. In his opening statement, Mr. Neitzert suggested that the commission deal first with this proposal which accounts for more than one-third of the $600 million which the railroads claim is the "unwarranted and unjustifiable" annual cost of the "outmoded" work rules they seek to modify.

Late last week there had been no formal acceptance or rejection by the commission of this Neitzert approach. The brotherhoods, however, have opposed separate consideration of the fireman matter.

'Great Era of Growth' Seen for C&O-B&O

Chesapeake & Ohio's annual report went out last week to 92,000 C&O shareowners and 11,000 B&O stockholders (those who have accepted C&O's stock exchange offer). The report assured both sides that "affiliation followed as promptly as possible by complete merger" will "begin for each [road] another great era of growth."

"To the railroad industry in the East," said the report, "a combined B&O-C&O would bring a vitality unknown for many years. During affiliation, the C&O would assist its partner in restoring its strength and earning power, benefitting almost immediately that part of the public which relies directly on the B&O for its transportation requirements. . .

"Benefits would begin accruing during affiliation, the first stage of the plan. Through cooperative efforts, B&O and C&O could greatly enhance their ability to compete with other transportation agencies, could exploit other opportunities for increasing revenues and could effect substantial savings."

Meanwhile, C&O declined to comment on reports that it has bought more than 7% of Western Maryland voting stock, of which B&O owns 43.3%.

AAR Hits Teamster Charges

► **The Story at a Glance: The Teamsters Union has discovered piggyback—suddenly and furiously.**

Railroads, so the Teamsters charge, are "pirating" the auto truckaway operators' business "through discriminatory rates." The ICC, so the union's publication contends, is playing a "Santa Claus role to the railroads."

Teamster members are being advised how to write to their Congressmen and Senators, "describing exactly how the unfair piggyback rates awarded the railroads by the Interstate Commerce Commission are affecting you, your family, friends and community."

The "huge tax contributions from the trucking industry," a Teamster publication warns darkly, "are going to cease . . . unless something can be done to prevent the ICC and the railroad industry from destroying the trucking industry."

That's the Teamster side. Here's how the railroads regard what they term a "self-serving, destructive campaign . . . to halt or cripple piggybacking."

What technological progress and the competitive spirit have joined together—the highway trailer and the railroad flat car—the Teamsters Union would put asunder.

Piggyback's remarkable growth over the past half-decade actually produced little reaction from the IBT until the explosive breakthrough of the past 18 months which put the railroads back into the new-car hauling business (first by straight piggyback and then by use of fixed or removable multi-level superstructures which aren't classed as piggyback, though the Teamster barrage seems to make no distinction between the two forms of auto shipment).

But late in 1960, negotiators began demanding a contribution for the union health and welfare and pension funds for each trailer-container moving in piggyback (or fishyback or birdieback) service. They got a foot in the door and truckers may well be paying a $5 per unit charge starting next Feb. 1.

At about the same time, IBT publications discovered an "ICC-railroad combination"—and they've been hammering away ever since.

The AAR took a close look at the Teamster output and came up with this fallacy-vs-fact rundown on the current anti-TOFC line:

● Is it a fact that "the railroads were successful in packing the Interstate Commerce Commission with people who are, if not beholden, at least strongly biased in favor of the railroads"?

Well, the AAR points out, of the 10 Commissioners serving as of Jan. 1, "only two (had) worked for railroads—and these for brief periods many years ago . . . Among the present Commissioners is a former member of Congress and general counsel of the Post Office Department. Another was a lieutenant governor of Kentucky, president of the state senate and special circuit judge. Two others were assistant attorneys general in Colorado and Texas. All except one have legal backgrounds." So what's behind the Teamster charges of ICC bias? Simply, the AAR says, that truckers have sometimes been what three members of a Senate subcommittee (Sens. Butler, Morton and Scott) in 1960 termed "disappointed parties in proceedings before that agency."

● The Teamsters say that "the most serious problem today deals specifically with the truckaway industry. This segment of the transportation industry has been hit with hurricane suddenness and force by the railroad-ICC combination. . . . The question arises of how the railroads can deliver automobiles for as much as 50% less than the car haulers. The answer lies in the very complex method used by the ICC in formulating rate schedules."

The real answer, as the AAR sees it, lies not in any alleged "railroad-ICC combination," but in "a long and impressive record of advancement in railroad technology." Even IBT General President James R. Hoffa, the association notes, "does not deny the role of advancing technology in increasing the railroads' competitive capability."

● As the IBT sees it, "the ICC has on nearly every occasion overruled the truckers and allowed the railroads to put their clearly anti-trucker rates for piggybacking into effect. These discriminatory, price-cutting rates are generally 50% or more under rates offered by the truckaway companies."

What the statement really means, the AAR comments, "is that the ICC (1) has refused to kill-off arbitrarily a new and formidable competitor of the trucking industry; (2) has refused to sacrifice and subordinate the public interest in piggyback growth and development to the vested interests of

(Continued on page 13)

Hauling Cadillacs Cheaper Than Gravel?

Teamster charges say that "in many instances the railroads are piggybacking the expensive Cadillac automobiles at rates cheaper than those they charge on sand and gravel."

Teamster publications refer especially to the Frisco rates on autos shipped trailer-on-flat car from St. Louis to Dallas. The railroad gets $480 per car—at the rate of 3.48 cents per ton-mile and 67.5 cents per loaded car-mile. What's the sand and gravel story? On a carload between the same two points, "the railroad receives only $167.30 per car, which is at the rate of 6.7 mills per ton-mile and 23.5 cents per loaded car-mile." And as for autos moving on tri-level rail cars, here's the comparison:

	AUTOS ON TRI-LEVEL CAR		SAND AND GRAVEL
	CADILLACS (12)	COMPACTS (15)	
Carload rate	$619	$619	$167.30
Rate per ton-mile	3 cents	4.5 cents	6.7 mills
Rate per loaded car-mile	87.06 cents	87.06 cents	23.5 cents

Watching Washington, which usually appears on this page, is on page 14 of this week's issue.

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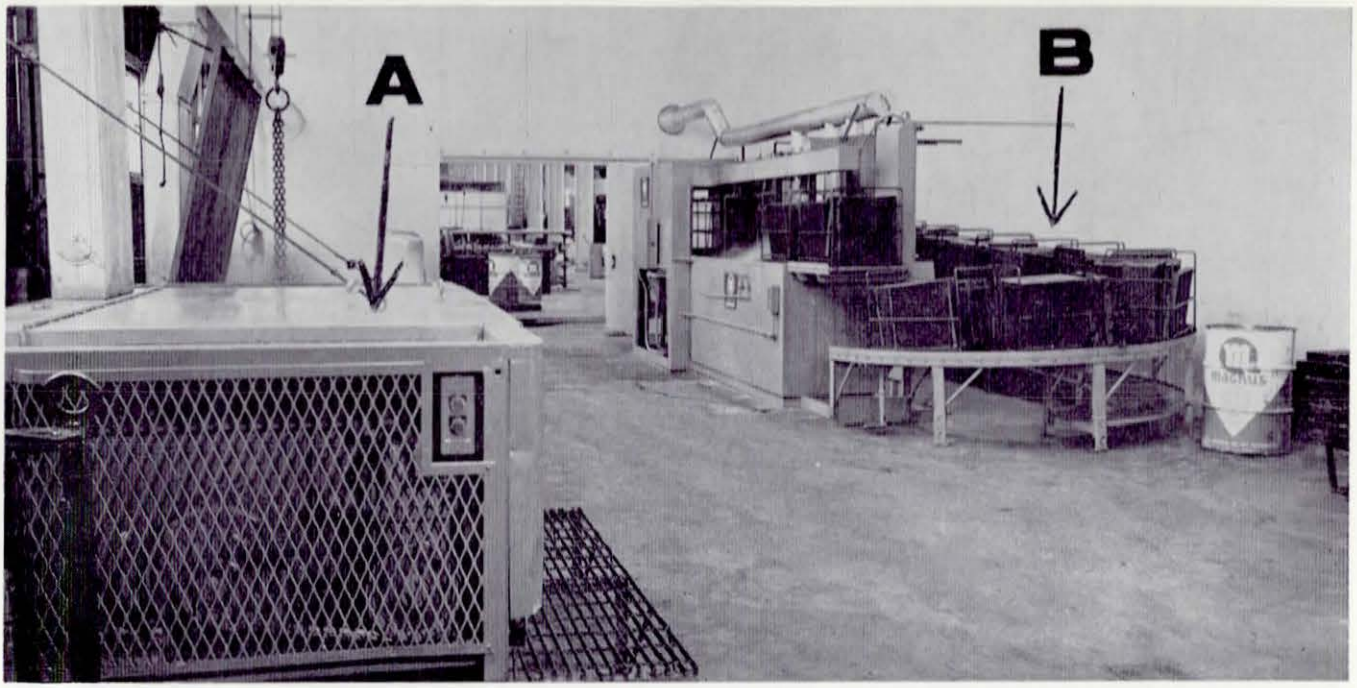

PARTS-CLEANING INSTALLATION (A) and filter-cleaning equipment (B) are served by same crane.

NH Cleans Diesel Parts Faster

Automatic cleaning systems for diesel locomotive filters and for engine parts have reduced costs for the New Haven. Cleaning time has been reduced, too, by over 60%, since the systems were placed in operation.

The filter and parts cleaning equipment, built by Magnus Chemical Co., is in a three-track locomotive shop opened in May 1959 (RA, May 11, 1959, p. 52), which was financed by one of the first government-guaranteed loans made under the Transportation Act of 1958 (RA, Sept. 21, 1959, p. 112). Many of the road's equipment-maintenance facilities at New Haven, Conn., have been undergoing extensive rebuilding and rehabilitation over the past two years.

The two cleaning systems—one for filters and one for engine parts—released four men for duties in other sections of the shop. The one who remains does more cleaning than the previous five-man crew. Cleanliness of filters and engine parts is improved.

The custom-designed, four-step Magnus automatic filter-cleaning system consists of a multistage, "merry-go-round" layout employing mechanically agitated Magnus Aja-Lif cleaning machines. On the other side of the cleaning room, served by the same Cleveland Tramrail floor-controlled bridge crane which loads the filters, is a second Magnus installation. This system cleans engine parts of the Alco, EMD, Fairbanks-Morse, and Caterpillar diesels used by the railroad.

Diesel-engine filters are washed, rinsed, oiled, and dried automatically. The attendant loads racks of filters on an inclined, circular conveyor using the overhead bridge crane. When he releases the first rack, automatic control takes over for a series of 10-minute cycles.

The rack of filters is automatically moved along the roller track to the first position. Here it is lowered into a solution of Magnus Super Strip, a heavy-duty alkaline compound. The rack of filters is then mechanically agitated (50 to 140 up-and-down movements per minute) for the entire 10-minute period. Solution temperature is maintained just below the boiling point to prevent evaporation of the cleaning material.

After the washing cycle, the rack is shifted to the rinse tank and undergoes a second 10-minute agitation. Simultaneously, a second rack of dirty filters is lowered into the wash tank. The next shift moves the first rack to the oil tank where it is dipped and then lifted preparatory to movement into the drying oven.

The final steps move the rack through the oven where it occupies two stations for a total of 20 minutes. The cycle is continuous. The attendant's job consists only of loading dirty filters and unloading the reconditioned ones.

On the average, 173 filters are cleaned each day. The equipment is capable of cleaning 400 to 450 filters per 8-hr day. It is predicted that the new system will pay for itself in less than two years in terms of labor, time, and improved filter condition.

Because some diesel engine parts are made of ferrous, and others of nonferrous, metals, individual cleaning systems are provided for handling both types. A common rinse operation serves both. For the softer metals—brass, bronze, magnesium, silver, aluminum, and other alloys—the New Haven has a standard Magnus Aja-Dip cleaning machine with a 1,300-lb capacity. The machine uses a Magnus Super-X cleaning solution—a heavy-duty alkali stripping material.

Iron and steel parts are cleaned in two other Aja-Dip machines in series, each with a capacity of 2,200 lb. Super Strip, the same compound used for filter cleaning, is used to clean these ferrous parts. All parts, regardless of composition, are submerged in one Magnus Hot-Dip rinse tank as the final phase of the cleaning. The same filter-machine operator also handles the parts-cleaning equipment.

With the old system, parts were immersed in a cleaning solution heated by steam coils and subsequently rinsed with steam jets. Cleaning time was excessive and results were not always satisfactory.

AAR HITS TEAMSTER CHARGES *(Continued from page 10)*

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Probe

supported by a large number of railroads, had asked for an investigation concerning accidents involving motor vehicles carrying petroleum, petroleum products and similar dangerous liquids. The investigation now instituted by the ICC, on its own motion, will cover "highway motor vehicles transporting liquid petroleum and liquid petroleum products, explosives, flammable or oxidizing liquids and solids, flammable or poisonous compressed gases, volatile liquids and solids which emit poisonous fumes, corrosive liquids, and radioactive materials."

The inquiry is "for the purpose of determining what further safety requirements can or should be made, within the authority of the Commission; what additional legislation may be necessary, and for the further purpose of focusing public attention on the gravity of the safety problem occasioned by collisions at railroad crossings between railway trains and such motor vehicles."

All railroads are made parties in the proceeding, along with all motor carriers of the cargoes specified by the ICC. Also invited to participate are state regulatory commissions and other government authorities, railroad and trucker associations, and railroad and trucker labor organizations.

Twenty-four hours after announcing the investigation, the ICC released an accident report spelling out its concern over the grade-crossing hazard.

The report covered an accident that occurred Aug. 8, 1960, when a tank truck loaded with more than 7,000 gallons of tractor fuel collided with a Gulf, Mobile & Ohio freight train near Birmingham, Ala.

The ICC report determined that the truck driver involved had failed to make a stop required by state law before driving his vehicle onto the grade crossing.

Two weeks after the accident, the ICC report noted, a 24-hour check showed that 177 petroleum trucks crossed the railroad tracks at the point of the earlier collision—and that 66 failed to make the required stop.

"Other accidents of similar nature have resulted in extremely high casualties," the ICC noted in its report. "Since January 1, 1960, we have investigated and have published reports upon four grade crossing collisions of railroad trains and motor vehicles laden with flammable liquids and gases."

This report, released Feb. 9, was dated Jan. 11. The Magnolia, Miss., accident took place Jan. 17.

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Automatic Classification Yards:

By ROBERT W. McKNIGHT
Signaling & Communications Editor

► **The Story at a Glance: More than 45 classification yards have been equipped with automatic switching and automatic retarder controls in the last 10 years. Six such yards are being built and four others are planned. It is expected that four to seven automatic yards will be built each year during the next decade.**

Automatic yards have limitations and advantages. Among the latter is the fact that automatic yards reduce damage to lading and freight cars; that freight cars spend less time in such yards; and that automatic-yard operating expenses are less.

Here is a summary of current thinking among railroad signal, communications and operating officers about the problems—and benefits—of operating automatic retarder classification yards.

In 1950 automatic switching was introduced. Three years later automatic retarder controls made their debut. The combination of these controls has produced the modern automatic retarder classification yard.

Since 1950, automatic switching and automatic retarder controls have been installed in over 45 new or modernized retarder classification yards. Six other automatic yards are under construction and four more are in the planning stage, with construction scheduled to start next fall. There are indications that four to seven such yards will be built each year during the next decade.

Automatic yards, of course, are more complex than previous classification yards. However, the additional money required for maintaining automatic yards is more than justified by the economies they lead to.

Proponents of automatic yards believe that the limitations of such yards should be outlined as clearly as their advantages. Here are some of the major topics raised when automatic yards are discussed.

"To get a good operation you've got to keep management informed," states a signal engineer. "You take management into your confidence in the preliminary planning for an automatic yard. Continue this confidence and close liaison through the construction and installation phase and long after the yard has been in service. You have to keep management informed about what it can expect from an automatic yard, as well as what the yard cannot accomplish. In this way you get a smooth operation keeping disappointments to a minimum. Don't forget to include the traffic department, because those fellows can really use the automatic yards' benefits as a selling tool in securing more business for the railroad."

One factor limiting construction of an automatic retarder classification yard is that, to justify it economically, it needs a daily minimum of 1,200 to 1,500 cars requiring classification. A second limitation is that the automatic yard can be a road block in the way of through freight. For example, all trains that pass through an automatic yard are put over the hump. The charge, however, has less foundation today than it had five or six years ago. Many roads are now blocking cars at originating terminals. When trains enter the automatic yard, blocks of cars destined for the yard are removed. Cars already classified are added in a block to the train. Thus, through trains are not completely reclassified at each retarder yard through which they pass.

A third limitation of an automatic yard is its relatively high maintenance cost, compared with that of older yards. Modern yards have much more complex signal and communications equipment than was required in earlier yards.

Automatic Yards Cut L&D

Five major benefits are derived from an automatic yard.

The first is a sharp reduction in damage to lading and freight cars. Freight claim payments for damage to lading total approximately $100,000,000 per year on American railroads. According to many railroad officers, the most serious cause of damage to lading is rough handling of cars. The automatic yard plays an important part in reducing or eliminating excessive speed impacts and thus helps minimize damage to lading.

One railroad estimates that freight loss and damage claims have been practically eliminated at its nine-year-old automatic yard, which classifies approximately 2,000 cars daily. Another railroad, handling 3,000 cars a day in one automatic yard, has cut damage claims by 85% since the yard began operation.

Freight cars spend less time in automatic yards. Such yards provide faster classification of cars and reduce congestion. One railroad, for example, obtained a reduction of five hours in each of two automatic yards, compared with the time spent by freight cars in its former manual yards. Cars clear another road's automatic yard in an average of 8 hours 49 min, compared with the average of 20 hours 29 min spent in a predecessor manual yard. The latter road also installed a new automatic yard in a terminal area. It previously took 27 hours for a car to clear the terminal area. With the new yard it takes seven hours.

Installation of an automatic yard reduces the amount of switching at other yards. With the finer and faster classification available at an automatic yard, many roads can classify cars in station order, or in spot loading dock order, so that local classifying is not required. In some instances, classifying at automatic yards has eliminated transfer moves to local yards. Industry switch runs can now originate at the automatic yard.

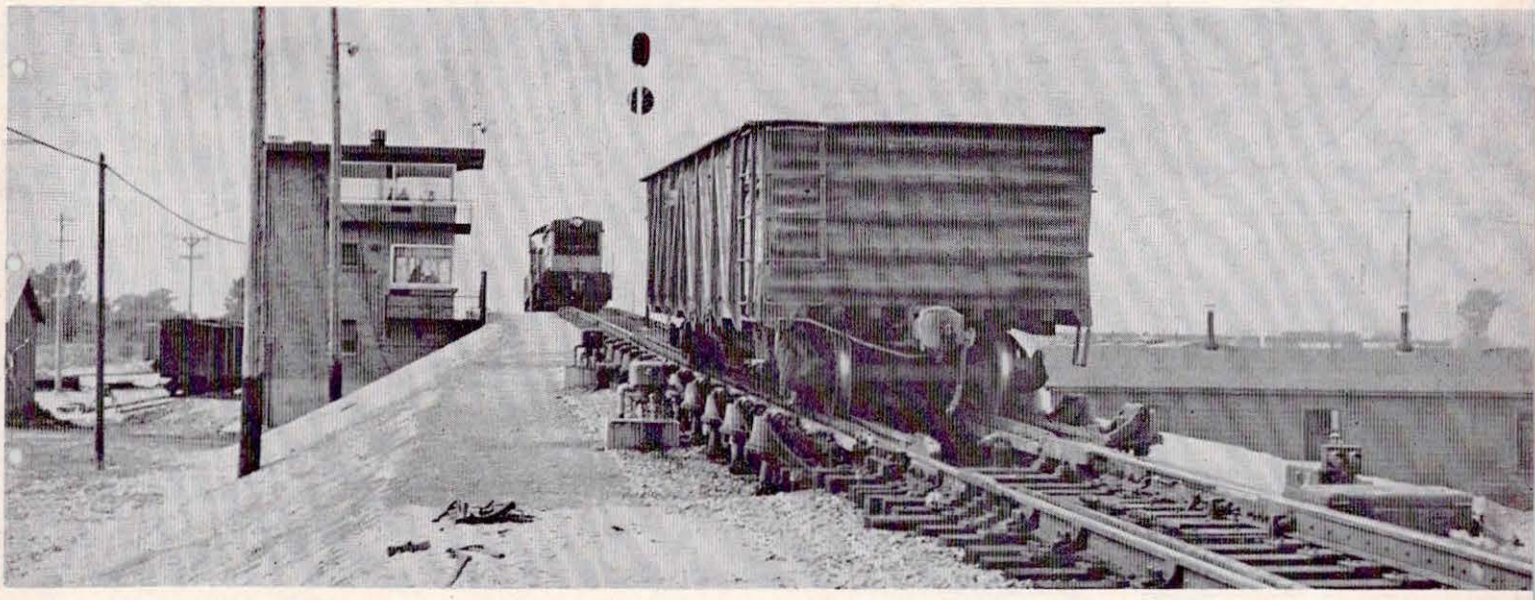
Still a fourth major advantage of an automatic yard is a reduction in yard operating expenses. One modern yard, with automatic controls and 40 class tracks, saves its owner about $5,000 a week in per diem charges through reduced in-yard delays. Another road with a modern automatic yard has experienced a net reduction in annual yard operating expenses of $625,743. A third road has reduced annual operating expenses by $947,000 with an automatic yard.

A fifth benefit of an automatic yard has been in making land available for sale or for industrial development. One railroad which spent approximately $9,000,000 building an automatic yard, regained about $2,000,000 by selling land formerly occupied by flat yards.

Discussion of automatic yard operation almost always includes the humping rate. Operating departments would like to see a high humping rate. Signal and yard men say experience indicates that a humping rate of four cars per minute (a 2-mph hump speed) will provide a good, steady rate of classification, minimize catch-ups or cornering of cars, and reduce trimming.

Several factors affect the humping rate. If you can get your splits "high on the hill" (hump), you will get faster separation of cuts. Therefore, you can hump at a faster rate. For example, if the order of cuts were to class tracks 1, 43, 9, and 39, cuts could follow each other more closely than if the order were to class tracks 1, 2, 43, 41. One means of increasing the humping rate is for the hump con-

What they WILL and WON'T do



ductor to glance ahead at his switch list to locate cuts going to widely separated tracks. He can alert the hump engineer to increase his hump speed for these cuts so that the "high splits" will take place.

One road obtains faster classification by reassigning class tracks each day. This permits better utilization of class tracks—short track for a few cars, a long track for more cars. Thus, the railroad is often able to eliminate the need for two class tracks to handle a particular destination point and, therefore, may not have to double over in pulling the class tracks when making up an outbound train.

Some railroads use pen graph recorders for making time checks of automatic and manual operation. In making these checks, one railroad found that on a first trick 611 cars were humped. Humping time was 3 hours, 18 min, 43 sec, and down time was 3 hours, 23 min, 36 sec. Much of the down time was due to stopping humping operations to prevent overtakes. Of 611 cars humped in the first trick, six were humped using manual retarder controls. During a third trick, 520 cars were humped, taking 3 hours, 21 min, 9 sec. Down time was 2 hours, 15 min, 51 sec. On the third trick more trimming was required than on the first trick. Of the 520 cars humped on the third trick, 85 were humped manually.

Basic to the humping rate is the size of the cut. One manufacturer's retarder controls require that cut lengths be limited to one or two cars. Roads utilizing this equipment have found no serious objections to the limitation. One general yardmaster remarked: "With humping one- or two-car cuts we get a nice smooth operation. As far as this yard is concerned, we would have a very satisfactory operation with only one-car cuts. We haven't done this, but it would minimize even further the few errors in classifying caused by the pin puller misreading the cut list." The yardmaster felt that the extra seconds required for single car cuts would be more than compensated for by the time required for trimming when a cut had been misdirected.

More Time Is Required

One disadvantage of long cuts, according to another yardmaster (who calls anything over two cars a long cut) is that more time is required in separating the long cut from the following cut. Also, he says, long cuts have a greater tendency for high impacts than shorter cuts.

As for lading of cuts humped, most roads are humping all cars except those hauling explosives, those with special long loads, and some piggyback cars. One road, which has 57-ft track circuits, uses automatic retarder control and manual switching when humping 65-ft piggyback cars. This road, which normally uses no more than two-car cuts, has occasional three-car cuts consisting of extra long loads on one car with two idler cars. For these cuts, they use manual retarder control.

Most roads are making use of impact recorders on freight cars on a spot-check basis. General agreement is that an impact of 6 mph or more is a "penalty" impact, and too high. Several railroads notify their signal departments of all penalty impacts in automatic yards. One signal engineer reports that when he receives penalty impact reports, checks are made of the tracks in question. This is done by humping a cut three times to the same class track, taking measurements of speed at several points. Another road makes monthly impact studies (using recorders) and speed checks at three locations: before and after the master retarder and at the end of the group retarders. The road humps 10 cars down each class track. The average speed of the 10 cars at each location is used in retarder control adjustments.

Keeping class tracks up to grade and maintaining the proper grade on the hump is essential in the automatic yard. Continuous adjustments of controls are also essential to keep the modern automatic yard operating properly, hold down high impacts, and maintain a high rate of classification. General opinion is that at least one signal maintenance man and one communications maintenance man should be on duty around the clock at an automatic yard. Usually there are additional maintenance men on duty during the first or second trick.

Opinion generally favors the qualification of regular signal men for main-

(*Continued on page 43*)

ONLY

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visits 128 railroad facilities located in 94 cities . . . 20 states.

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WALTER MORYTO

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These men are trained Service Engineers employed by ASF *but they work for you!* To that end, each ASF Service Engineer regularly visits railroad facilities throughout his assigned territory, ready to serve in any way to help make the railroad man's job easier and more productive.

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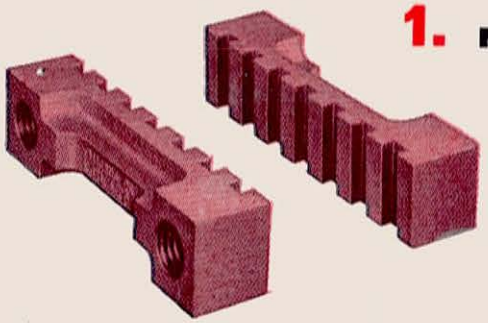
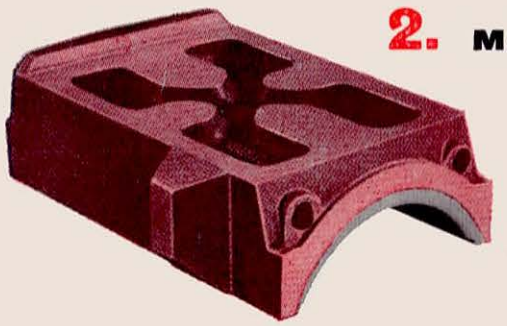


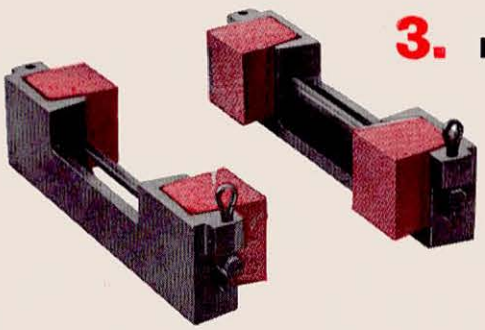
1. MAGNUS R-S JOURNAL STOPS

Provide maximum stabilization of the entire journal box assembly—increase miles per hot box ten times



2. MAGNUS FLAT-BACK SOLID BEARINGS

Wider, non-tilting design limits bearing displacement—provides effective stabilization at lower cost



3. MAGSTOPS

Offer the inherent advantages of R-S Journal Stops in a low-cost, rugged, fabricated design

THE NEXT big step toward better bearing performance will be the adoption of effective means of stabilizing the journal assembly—for this is the most economical way to reduce hot boxes. Magnus, the pioneer in journal stabilization, now offers you *three ways* to achieve this result at low cost. All have been approved by the AAR for test installations in interchange service. Ask your Magnus representative to discuss with you the most effective solution to this problem. Or write to Magnus Metal Corporation, 111 Broadway, New York 4, or 80 E. Jackson Blvd., Chicago.

JOURNALS—

get BETTER BEARING PERFORMANCE

Bolted to the inside of the box, on both sides of the journal, Magnus R-S Journal Stops positively prevent excessive displacement of bearing, wedge or lubricator pad, even under severe humping, braking or road impacts. By stabilizing the entire journal bearing assembly they eliminate the major causes of bearing failures —increase miles per hot box *ten times;* miles per cut journal, *fifteen times!* In short, they cut maintenance and operating costs all along the line—double bearing and dust guard life, reduce wheel flange wear, extend the maximum safe period between repacks.

Journal Stops give the low-cost solid bearing a chance to work at optimum efficiency, not just part of the time, but *all* of the time! They can be easily installed on any freight car, new or old. And they increase new car costs less than 2%—*pay for themselves* in less than 3 years!

Wear on R-S Journal Stops is slight, and Stops can be re-shimmed should wear become excessive. The Stops should last the life of the side frame.

The Magnus flat-back bearing design provides the most economical means of stabilizing the journal box assembly, and has proved highly effective for many types of service. Its greater width, increased angle of journal contact and full-area contact with the flat wedge inherently limit the fore-and-aft movement of the journal within the box under road shocks and switching impacts. This restriction of movement protects the dust guard, tends to prevent spread linings in the bearings.

The flat-back bearing is also manufactured to "pre-war length," increasing resistance to impact and wear at both collar and fillet ends. Its greater mass and weight result in a more *rugged* bearing with inherently greater life expectancy.

Magnus flat-back bearings are interchangeable with any standard raised-back bearing, simply by using a flat-bottomed wedge. Bearing dimensions, in each size, are the maximum which can be easily installed in the journal box through the standard lid opening.

Here's a new approach to the problem of journal box stabilization—a low-cost fabricated journal stop with forged steel frames and renewable bronze inserts that hold the journal in the center of the box even under the most severe car impacts. The frames are welded to the inside of the journal box and need never again be removed. Wear occurs only on the brass inserts, which are easily and inexpensively replaced during wheel changes, without any special tools.

The big advantage of the MAGSTOP is low-cost installation that can be accomplished quickly whenever side frames are removed for any reason. The bronze inserts provide ample bearing area and can easily be replaced, if required, without shopping the car.

By limiting journal movement within the box, MAGSTOPS greatly increase bearing life, protect against dust-guard damage, prevent loss and contamination of lubricant. They reduce wheel flange wear, too.

MAGNUS METAL CORPORATION

Subsidiary of **NATIONAL LEAD COMPANY**

LEADER TO PROGRESS P R I MEMBER

How C&NW Specialists Cut Loss

Scratches on the tops of the Chicago & North Western's first piggyback shipment of new automobiles brought immediate action from the railroad's loss and damage prevention specialists.

The specialists found that the familiar "tell tales," which for years have warned trainmen of close overhead clearance, had caused the damage. Workmen quickly snipped off the ends of the offending "tell tales" before the next shipment came through.

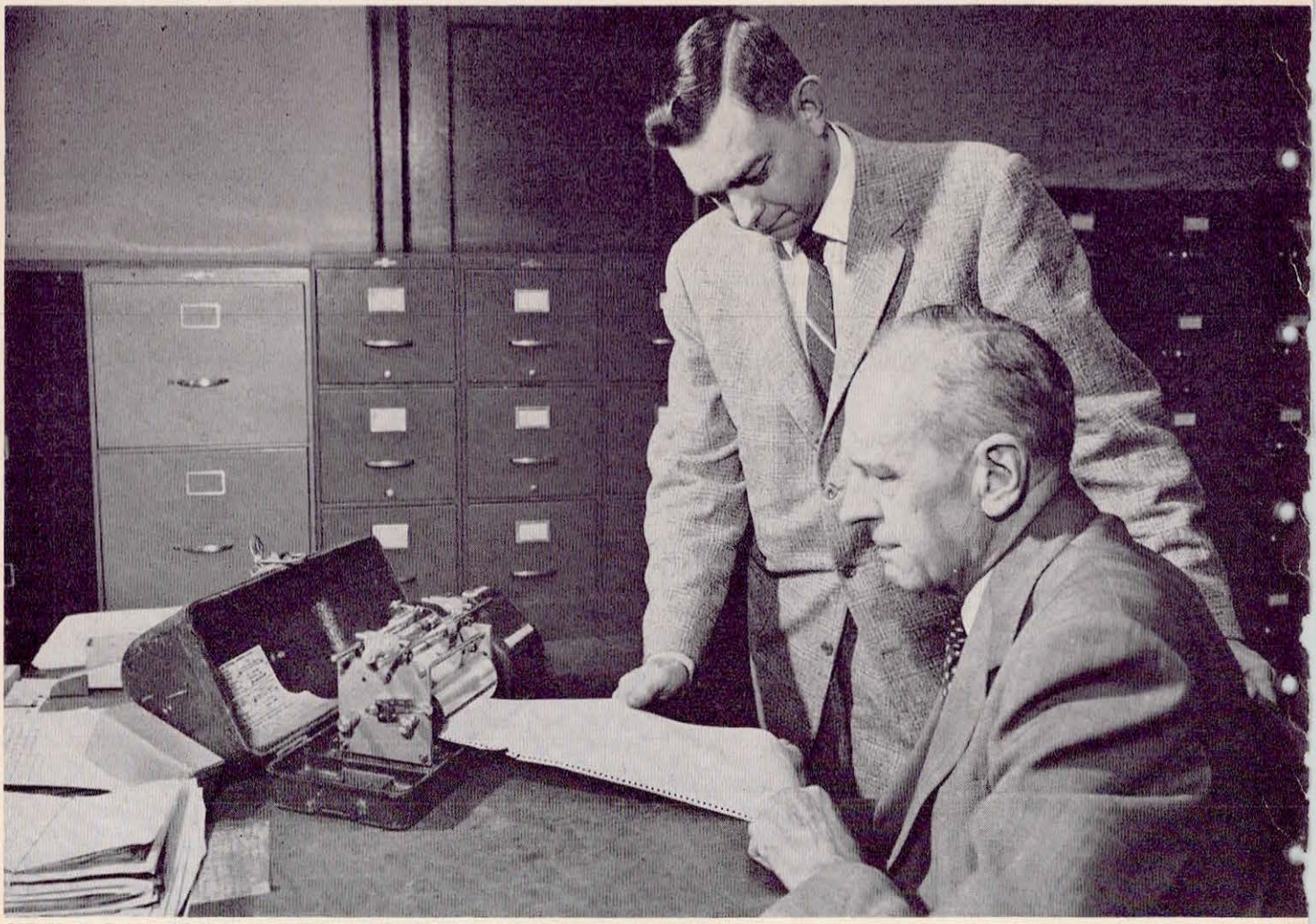
That's only one example of how the C&NW's stepped-up program of loss and damage prevention eliminated an unusual source of damage and simultaneously supplied the claim department with information for handling a claim before the shipper had time to complain.

Traditionally, the operating department is blamed for most waste caused by freight loss and damage. On the C&NW, the operating department has also assumed responsibility for preventing this waste. Today, a system-wide prevention program is building employee awareness of the far-reaching effects of damaged freight shipments and gaining shipper good will for the railroad.

The man primarily responsible for stepping up North Western's damage prevention efforts is E. B. Wilson, superintendent of stations. Starting late in 1957, he has trained an effective department within a department staffed with competent freight loss and damage prevention specialists. Backbone of the organization are 13 field representatives (supervising agents) who blanket the system and have full responsibility for all prevention activities within assigned geographic areas. Well-trained in all aspects of freight loss and damage prevention, the supervising agents were all recruited from within the C&NW organization. They provide a two-way avenue of communication in their daily contacts with local shippers and operating personnel at the division level.

John R. Troyke, assistant superintendent of stations; Max Jauch, supervisor demurrage and storage; Ralph L. Johnson, supervisor freight loss and damage prevention; Paul L. Johnson, supervisor motor and TOFC operations, and R. H. Setchell, supervisor station operations, comprise the headquarters staff that assists Mr. Wilson in directing the overall program.

Mr. Wilson found that the new department lacked proper equipment to do an effective damage prevention job. Sixty Savage Impact Registers were purchased. Registers are used to help locate troublesome areas and, at times, to absolve the railroad from rough handling accusations. Whenever an over-



NEW 16-DAY CLOCK IMPACT RECORDER gets close check by R. L. Johnson, C&NW's supervisor of loss and damage prevention (seated), and E. B. Wilson, superintendent of stations. Extensive use of impact recorders plays an important part in C&NW's stepped up loss-and-damage-prevention program.

and Damage

speed impact is recorded (all impacts in excess of 4 mph are investigated) a "flash report" is directed to the interested division superintendent. Working directly with the train or yard crew involved, he takes steps to end the rough handling, and a follow-up report is returned to headquarters.

A monthly report of all recorded overspeed impacts is circulated among top C&NW operating officers, division superintendents and the supervising agents. A staff officer, or one of the field representatives, visits each locality where rough handling has occurred and reviews the effects of each instance of careless car handling in cinder-level meetings with the men involved.

Repeat damage claims are getting special attention as the result of a newly designed exception report now being prepared by all station agents. The report is for indicating loss or damage to shipments arriving at the agents' stations. Notices of repeat damage are sent immediately to a field representative, who begins a thorough investigation to determine the cause of the damage. This investigation isn't always confined to railroad handling of the shipment.

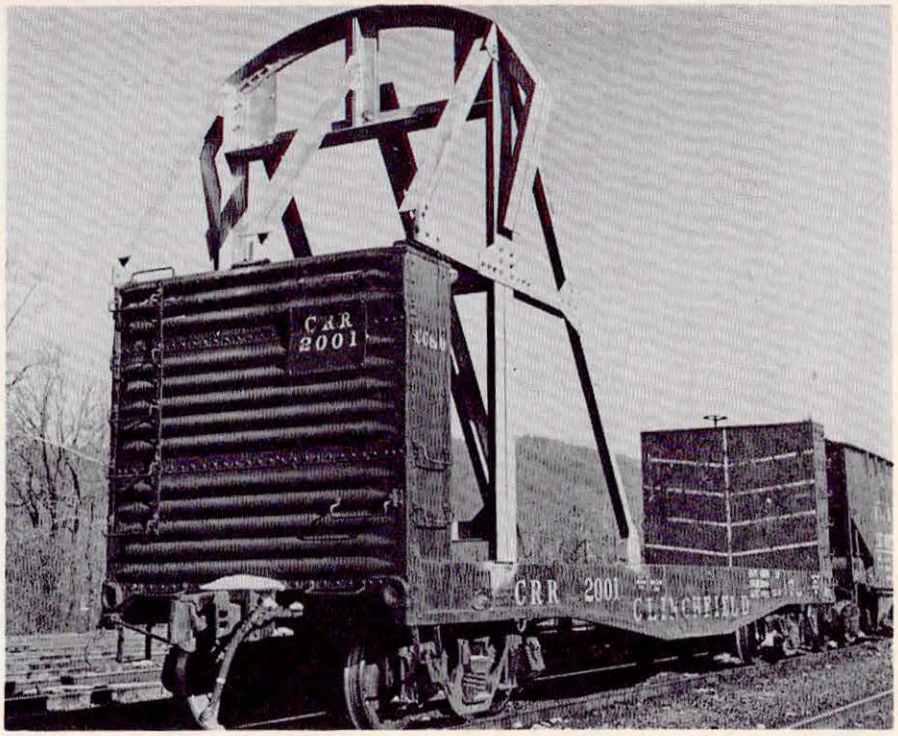
One continuing source of trouble involved shipments of washing machines arriving at their destination with chipped enamel. Impact recorders indicated that the damage was not due to rough handling. The investigation carried right to the shipper's dock. A lift truck used to load the crated machines had caused the damage. With the help of a staff specialist, a new crate was designed which gave better protection to the machines.

All Departments Are Involved

Mr. Wilson credits improved communications at all levels for much of the success of the program. "While our department can't stop all damage," he explains, "we can educate others and create a stronger attitude toward preventing damage."

This stronger attitude is being formed partly through an intensive campaign among ground-level operating personnel. The time-honored loss and damage prevention meetings have given way to more localized, informal meetings usually limited to four or five persons.

These meetings stress the need for individual cooperation to cope with the problem of loss and damage and drive home the fact that rough handling can mean loss of traffic and loss of jobs.



SPECIAL FRAME cuts tunnel ice and prevents damage to automobiles being hauled on multi-level cars. The frame, mounted on a pulpwood car is designed to clear the roof of the lowest tunnel on the Clinchfield by 4 in.

New Device Protects Autos

Icicles hanging from the roofs and portals of tunnels can be a source of damage to new automobiles moving through them on bi-level or tri-level cars. The Clinchfield has come up with a solution to the problem.

Here is the sequence of developments:

Last summer the road explored the possibility of accepting quantity shipments of automobiles on 85-ft bi-level and tri-level flat cars. One of the critical factors in handling this traffic was the need for sufficient clearance through tunnels, of which the Clinchfield has 55 in the 212 miles between MP 7 and MP 219. The road borrowed a clearance car from the Chesapeake & Ohio and operated it over the line to determine the restrictions imposed on high and wide loads. The findings revealed that the loaded tri-level cars could be handled safely over its main tracks and through the tunnels.

The time required for manufacture of the tri-level cars made it necessary to defer this traffic until fall. It then became necessary to consider the possibility that icicles hanging from tunnel roofs, and ice accumulations at the portals, present from December through March, might damage the cars.

The problem was handed to the engineering department. To remove the ice accumulations, a special frame was devised and mounted on a pulpwood car. The pulpwood car was selected because it was not in as much demand as flat cars.

The special frame is designed to clear the roof of the lowest tunnel by 4 in. Its maximum height above the top of rail is 19 ft 3 in. Its maximum width is 11½ ft at a point 15 ft 11½ in. above the top of rail. The frame is constructed of open-hearth structural steel fabricated by a combination of welding and high-strength bolts by the road's mechanical department. The frame is removable and will be set off the car during the months it is not needed.

Since the automobile traffic is received from the C&O at the Clinchfield's northern terminus at Elkhorn City, Ky., it must be handled southward in either manifest freight train No. 92 or No. 94. Their departures are such that, to protect this traffic by having an ice-breaker car for each of these trains, three frames are necessary.

The ice-breaker cars are handled in both directions immediately behind the locomotives, thus saving turn-around and classification time at the north and south terminals. The northbound and southbound schedules are such that an ice-breaker car is operated through each tunnel on the main track every six hours.

Problems lowering railroad profits demand...

an immediate solution:

1. Rising railroad operating cost
2. Aging locomotive equipment
3. Increasing competition

An immediate solution to some of the causes of depressed profits is available to railroad management: a diesel engine that cuts operating costs as much as 35%, lasts longer before obsolescence and delivers more gross ton-miles.

This is the ALCO 251 diesel. It is not a new engine in the sense of being just off the drawing board or assembly line. The claims we make for it are backed with proof gathered in 200 million miles of operation, over five years' service.

Compared to the other leading engine, the 251 has demonstrated fuel savings of 8 to 17% in comparable service. Lube-oil consumption has been as much as 40% less. Maintenance has been so much lower that several leading railroads have cut scheduled inspections in half.

The average result is cash savings of about $12,000 per engine per year, more than enough to justify a new-locomotive investment.

The 251's power also means added profit. Replacing units of less output, it can haul more tons faster. It is a modern design with vastly more power potential than other railroad engines. An ALCO 251 fleet will deliver years of added service before obsolescence.

You can apply the 251 engine in several ways. New locomotives are one choice, of course, and there are also various "reprofiting" and re-engining plans for older locomotives, at attractive capital savings.

We want to carry this fact to the management of every railroad: the ALCO 251 engine is the best solution to rising costs, aging equipment and increasing competition. Judged on quality, it stands far in front.

ALCO **ALCO PRODUCTS, INC.** *Product quality comes first*

C. H. Burgess, Vice President, Operation and Maintenance, Northern Pacific Railway.

with no downtime for floor repair . . .

"This car provided 10 years of

Cars equipped with NAILABLE STEEL FLOORING, like NP 18740, give Northern Pacific two important advantages: They stay in Class A service without downtime for floor repair. And they assure NP shippers of clean, splinter-free cars safe for all kinds of lading.

■ Today Northern Pacific's fleet of more than 4,000 steel floored boxcars carry rough, blocked, sacked and loose lading safely. No matter what the shipment, NAILABLE STEEL FLOORING makes it possible to move more freight with fewer cars and faster turn-around.

■ Stran-Steel Grain Door Nailers and Stran-Anchor Lining for side and end walls also give additional protection to lading, help keep cars off the rip tracks for repair.

Full information and cost studies are available from Stran-Steel representatives in Chicago, New York, St. Louis, San Francisco, Minneapolis and Richmond. In Canada, N•S•F is made and sold by International Equipment Co., Ltd., Montreal.

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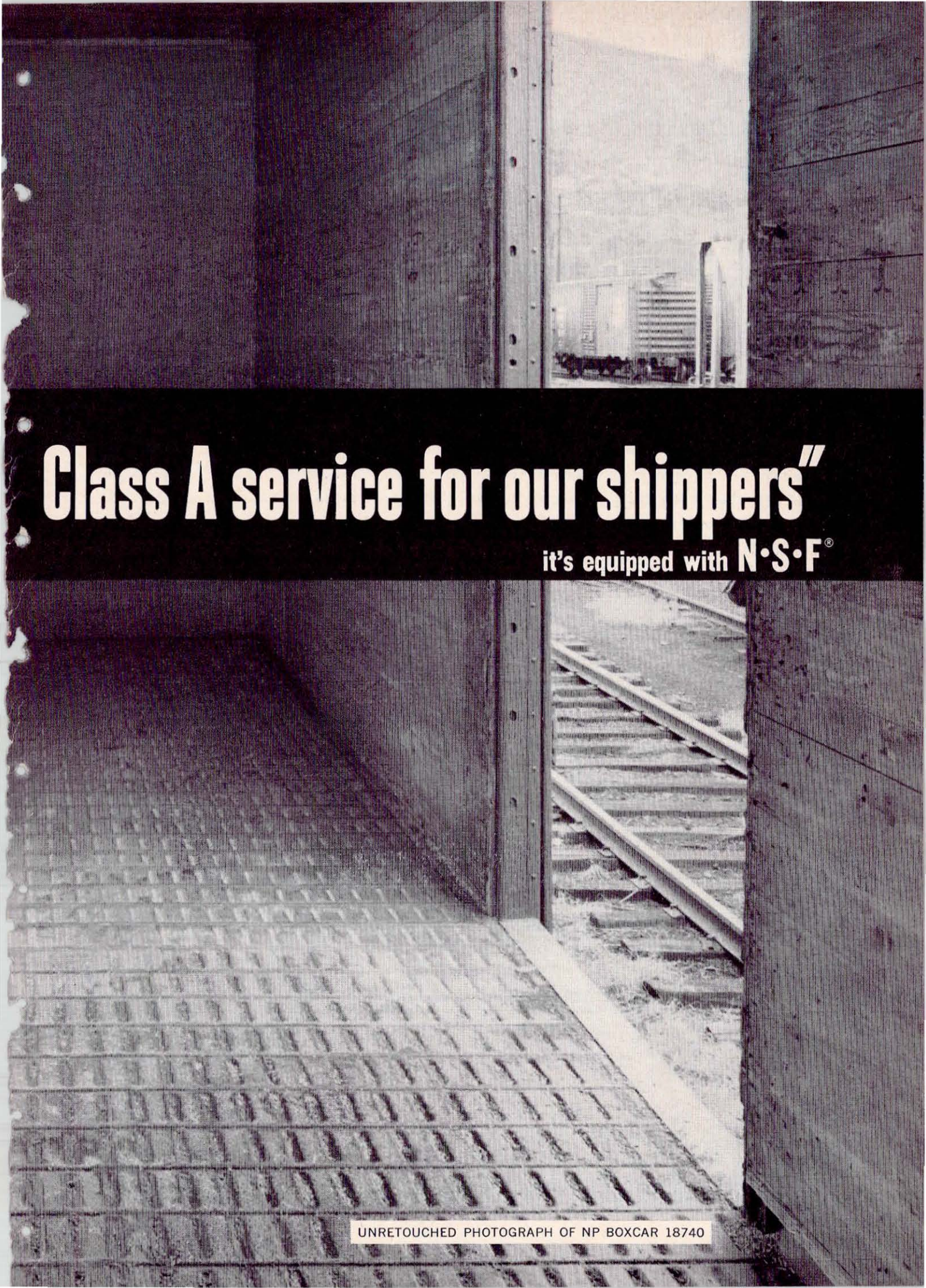
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New

FULLY TRANSISTORIZED POCKET 2-WAY RADIO

...versatile communications "tool" cuts costs...speeds railroad service

Motorola engineering has shattered all previous concepts of pocket 2-way radio design. The first completely transistorized transmitter and companion receiver give you new communications flexibility . . . new convenience and dependability with operating costs counted in pennies. The transmitter can be held in one hand . . . just press the button and talk. The pocket receiver has been proved on the job . . . provides clear, crisp message reception even in high noise areas. Now, the man-on-the-ground can maintain full radio contact with: **1.** other men-on-the-ground, **2.** yardmasters or foreman, **3.** engine crews. Car inspection . . . car checking . . . trimmer engine control are just a few uses for the versatile pocket radio—call on Motorola for full facts.

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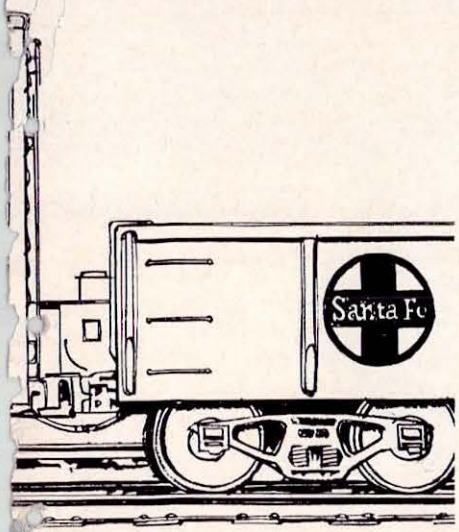
NOW, FOR THE FIRST TIME, YOU CAN HAVE A POCKET RADIO SYSTEM TOTALLY FREE FROM TUBE FAILURE AND HEAVY CURRENT REQUIREMENTS

The first completely transistorized Pocket Transmitter . . . new small size . . . greater dependability. Delivers a full ½ watt output for extensive communications coverage—transmission is consistent over a long battery life. Measures 5½"x2½"x1⅛", weighs 14.5 oz. Uses standard mercury cells or rechargeable nickel-cadmium batteries.

The completely transistorized Pocket Receiver is proved . . . compact . . . powerful . . . another Motorola first! Weighs 13 oz., measures 5¼" x 2½" x 1⅜", provides ½ watt audio output. Where needed, lapel speaker and auxiliary antenna plug-in without modification. Uses standard mercury cells or rechargeable nickel-cadmium batteries.

Why not learn how Motorola 2-way Pocket Radio can do-the-job for you... send this coupon today.



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Railroading After Hours

with Jim Lyne

WRITE THE EDITOR—Ken Ross of GE at Schenectady is an alert reader of newspaper editorials on railroad subjects—and equally energetic in writing to these papers to let them know whether what they say is right or not.

Ken was recently talking to a local editor who told him he doesn't get enough letters on railroad subjects *from railroad men*. An idea worth some thought . . . and action. Just like a politician, an editor judges the degree of his readers' interest by the quantity and *quality* of the letters his readers send in.

INFORMING EMPLOYEES—Paul Shoemaker of the AWR has sent me a 12-page leaflet—"Your Job Is in Jeopardy"—by AWR President Clair Roddewig. It is designed to inform railroad employees about the campaign that James Hoffa and the Teamsters' organization are carrying on against railroad piggybacking. I understand copies of the pamphlet are being made available to member roads, for widespread distribution among employees.

Incidentally, it is ironical to note in the recent ICC examiner's report, opposing acquisition of a barge line by the IC and SP, that barge line unions supported their bosses—against the IC-SP petition. The barge unions boasted (in substance) that they do not force their employers to hire surplus labor; that the size of crews per towboat has been reduced, not increased, with larger-sized boats; and they would expect barge operating costs to go up if railroads and their unions were admitted to the field.

FEDERAL TAKE-OVER—It isn't just transportation that is being invaded to the extent of possible (even probable) domination by the federal government. The same "big brother" operation is going on in higher education. For example, the president of Harvard University reports that about 25% of that institution's budget for the past fiscal year came from Uncle Sam. He went on to note that two of the country's private universities were getting as much as four-fifths of their revenue from the government.

At that, government's take-over of education is only a bagatelle, compared to its predominance in transportation—except in railroads, that is. The heck of it is, the customers flock to the places where the big money is being poured in, whether in transportation or education.

Not much danger of such invasion of the railroad business—(1) because the railroads (with, possibly, a couple of exceptions) don't want it; and (2) Jimmy Hoffa has said that he's against it.

SNOWBIRD PROBLEM—W. T. Paxton of Norfolk, Va., thinks the way to take care of the "snowbird" matter would be, in case of a heavy snow, not to recognize any tickets except those for long hauls or multiple rides. The regular customer would thus be provided for, and the snowbird would have to pay several times the regular one-way fare.

Wayne Markley of the NYC at Detroit proposes an elaborate system of fare surcharges (the percentage to depend on the inches of snow, thickness of fog, or degrees below freezing). He also would require all passengers to carry around cards which would be stamped to provide evidence of recent patronage and would reduce for them the penalty levied on days of bad weather.

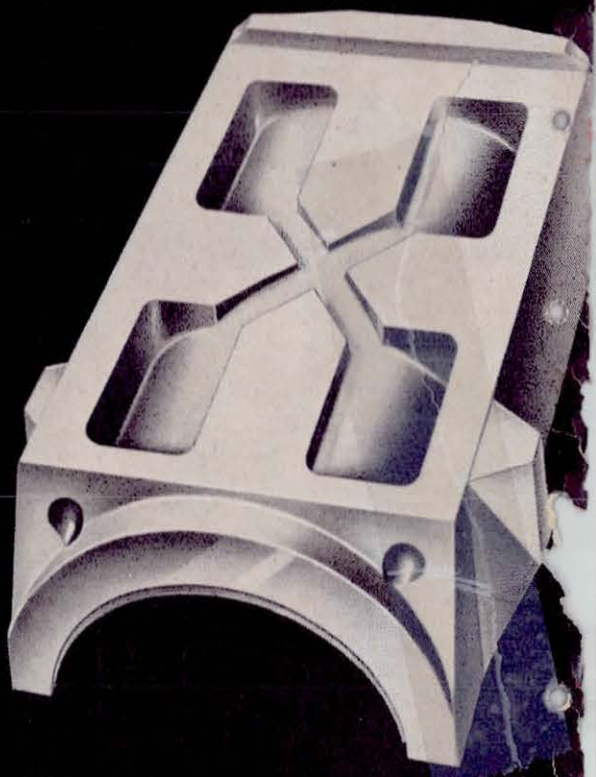
I doubt, myself, if it would be good business to complicate matters any for regular travelers. Indeed, one of the main reasons for upping the price to snowbirds would be to ease up the crowding a little on the regular customers. They are already doing their part to support year-round railroad service.

ONE-MAN ARMY—Speaking of writing letters to newspapers, Fritz Schumacher (formerly of the Santa Fe) has sent me a file which is his "annual report" for 1960, containing reproductions of clippings of 25 or more letters of his which were published in various newspapers throughout the year.

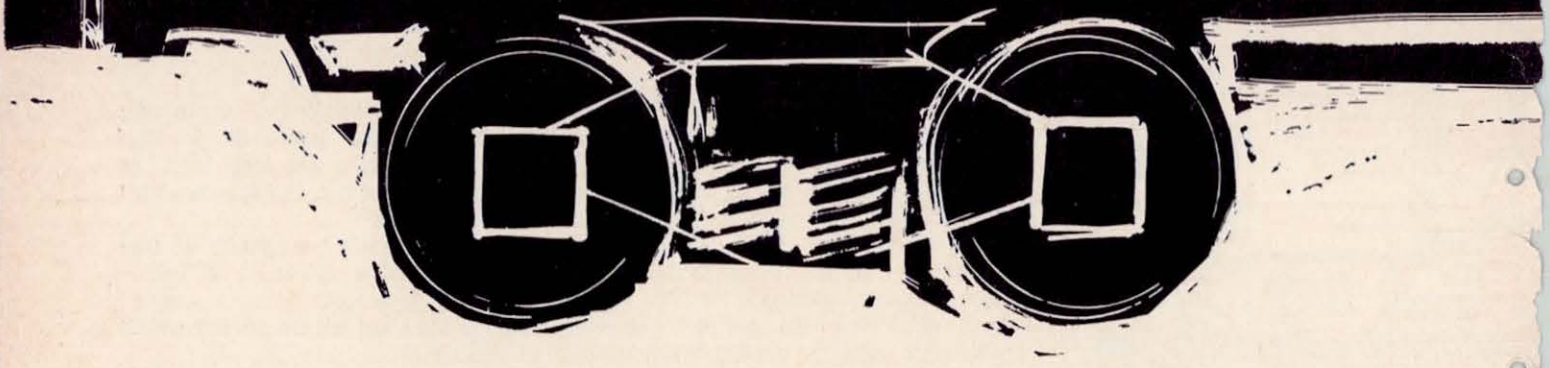
Fritz acknowledges the help of public relations departments of the Santa Fe and Southern Pacific in getting his facts straight for his letters, but the initiative is his own. He is the membership of a one-man organization, which he calls the Society for Prevention of Cruelty to the Iron Horse.

POSITIVE CONTROL

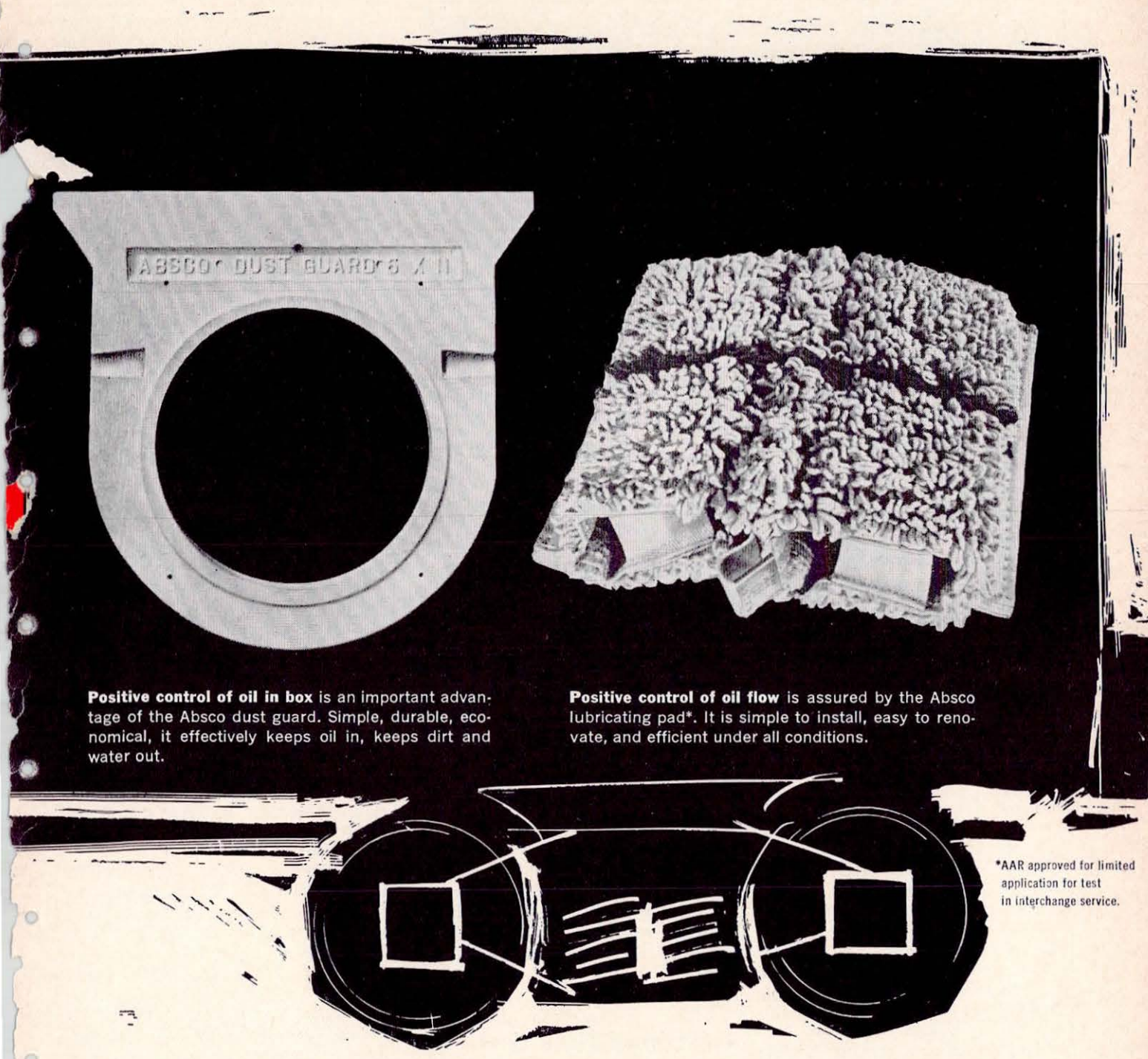
KEY TO BETTER JOURNAL BEARING PERFORMANCE



Positive control flatback bearing* achieves stabilized journal assembly without any alteration or modification of box. It has established an impressive record for longer life and fewer hot boxes.



■ Dollar for dollar, this Absco positive control "package" appears to be the most efficient bearing assembly available. Applied to the average interchange car of today and tomorrow, it gives highest promise of upgrading bearing performance for the total fleet. ■ The key to this concept is positive control of journal and bearing motion, positive control of oil in the box, and positive control of oil flow to the journal. ■ To stabilize the axle, without the expense of journal stops and box modification, use Absco positive control flatback bearings. To keep oil in the box and foreign material out, install simple, inexpensive Absco dust guards. To feed sufficient quantities of oil to the journal, rely on Absco



Positive control of oil in box is an important advantage of the Absco dust guard. Simple, durable, economical, it effectively keeps oil in, keeps dirt and water out.

Positive control of oil flow is assured by the Absco lubricating pad*. It is simple to install, easy to renovate, and efficient under all conditions.

*AAR approved for limited application for test in interchange service.

lubricating pads. ■ Singly and in combination, these bearing products are helping progressive railroads cut costs and improve services. Your American Brake Shoe representative will be glad to give you full details. American Brake Shoe Company, Railroad Products Division, 530 Fifth Avenue, New York 36, New York.

A-1896

AMERICAN Brake Shoe COMPANY

Quality products cut your ton-mile costs.

FGE: Perishables by Piggyback

Fruit Growers Express has received the last of 65 mechanically refrigerated Great Dane Trailers ordered this past fall. Basic design of the specially built units is taken from the standard Model 220TZ Great Dane Cargo Freezer. Each is built with 6 in. of glass fiber insulation in the sides, nose and roof, and 6 in. of Stypolex insulation in the floor. Underneath mounted, 7½-ton refrigeration units are diesel-powered and designed to maintain controlled temperatures between sub-zero and 70 degrees. The trailers ride piggyback, two to a car, on specially designed flat cars. They are in use on the ACL, B&O, FEC, PRR, RF&P, and SAL in a pilot piggyback operation for the handling of citrus fruit and other perishables out of Florida.

Loomis Cites Legislative Aims

Daniel P. Loomis, president of the Association of American Railroads, recently called on Congress to "show the same good faith" in correcting transportation policy inequities that the railroads have shown in setting their own house in order.

Mr. Loomis told the annual meeting of the Traffic Club of Washington that, although railroads have made great strides in improving their operations, government over-regulation, over-taxation, and subsidies to other carriers continue to check railroad progress.

He recalled that during passage of the 1958 Transportation Act the interstate commerce committees of both the House and Senate exhorted railroads to do all they could to solve their internal problems.

As a result, Mr. Loomis said, railroads redoubled their efforts to "explore every remaining avenue of self-help," even though they had been spending $1 billion a year on basic improvements since World War II.

Total railroad funds spent on post-war improvements have now passed the $16-billion mark, Mr. Loomis reported, despite a steady drop in net income in recent years.

Mr. Loomis said railroads also have sought to help themselves through mergers and consolidations and by seeking union cooperation on ending wasteful work practices. In this respect, he cited the new Presidential railroad commission as "a unique and significant step forward in labor-management relations."

The railroads' efforts at self-help have not been enough, however, to avert an impending national transportation crisis, Mr. Loomis warned. Only far-reaching legislative reforms can unravel the present snarl of conflicting public transport policies, the AAR president contended.

The 1958 Congressional committees "also found other causes for the difficulties confronting railroads—causes that are neither of their own making nor within their power to correct," Mr. Loomis pointed out. Chief among these were over-regulation, discriminatory tax policies at all levels of government, and subsidies to railroad competitors, he said.

Rail-Owned Truck Lines Protest Discrimination

Discriminatory provisions of the Motor Carrier Act are posing a major problem for rail-affiliated truck lines, over and above the multiple problems which are producing "critical times" for the western motor carrier industry generally.

R. M. Marshall, of Pacific Motor Trucking Co. told the Western Railroad Truck Lines Association that "there are . . . certain elements in the motor carrier industry and, regrettably, certain spokesmen who purport to speak for the industry as a whole, who are dedicated to the unreasonable and illogical perpetuation of this discrimination, and who are not above distortion, innuendo and appeals to passion and prejudice in their efforts."

Mr. Marshall, new chairman of the WRTLA, charged that "these purported spokesmen feed to the public and attempt to infuse our own industry with divisive propaganda designed to spread the false notion that railroad ownership of motor carriers will wreck the trucking industry. At a time when working together is required as never before, these misguided spokesmen are preaching distrust and striving to foster dissension."

Motor carriers with which WRTLA members work, he said, know the charges have no basis in fact.

"We seek to live in peace with the truck transportation community of which we are a part, and I know that both rail- and non-rail-affiliated motor carriers have benefitted and will continue to mutually benefit from the cooperation and assistance we can give each other."

Mr. Marshall cited the growth and diversification of the industry generally. But, he noted, discrimination in the law against rail-owned truck lines "has prevented them from sharing in the traffic growth . . . and has kept diversification essentially a one-way proposition." He went on to say:

"While the motor carrier industry has grown in size and stature, these artificial restrictions . . . have deprived the railroad-affiliated truck lines—simply because of their relationship to the railroads and for no other reason—of the opportunity of growing along with the industry."

Twenty-five years of experience with this discrimination, he concluded, "has failed to produce any evidence that it was ever necessary for the protection of the motor carrier industry, but (it) has produced abundant evidence that its restrictive regulations have prevented effective transport coordination and caused nuisance, delay and inconvenience to shippers."

Rail-affiliated lines, he said, ask only that the special discrimination be lifted and "that we be permitted to proceed on our own merits and be tested by the same set of standards as would apply to any other motor carrier."

Mr. Marshall addressed WRTLA's annual meeting at Kansas City, Mo., after his election as 1961-62 chairman. L. R. Shankle, of Southern Pacific Transport Company, was named secretary-treasurer of the group.

Philadelphia Could Be Pattern

► **The Story at a Glance: If the Kennedy administration is successful in establishing a department of urban affairs and charges it with solving suburban transit problems, it will find in Philadelphia an organization ready and waiting to put federal aid into effect. Philadelphia's Passenger Service Improvement Corp. has been set up to make use of any aid that may be forthcoming—and without waiting for outside help has already begun a massive transport improvement program that includes 52 new MU cars, nearly five miles of new electrification, station rehabilitation and—most important—better service at reduced fares.**

"If a federal department of urban affairs were to be set up," says Philadelphia's deputy city managing director, John A. Bailey, "it would find us ready in Philadelphia to put urban renewal grants for transit rehabilitation to work right away." Mr. Bailey, who as executive director of the city's Urban Traffic and Transportation Board, headed the city's transport planning agency, added, "I don't see federal help on the basis of the government paying any part of operating costs. But a federal grant for a capital improvement that won't quite pay its own way, could be the difference in making it possible for the project to pay out."

Philadelphia voters have already approved an extensive transport improvement program, without waiting for any outside help (RA, Nov. 14, 1960, p. 7). This will provide 26 new cars this year (to cost $5,500,000) and another 26 cars in 1962; electrification of approximately five miles of Reading's Fox Chase line, a turnaround near Torresdale on the main Pennsylvania line to New York and rehabilitation of present stations, parking and cars used in operations under the Passenger Service Improvement Corporation.

The 52 new cars now planned are pretty close to all the cars the city can —or should—finance, Mr. Bailey thinks. More cars, which will be needed as the service improvements are extended to other areas, will have to come from funds raised by county, state or federal aid programs, Mr. Bailey says.

As a specific example of a badly needed improvement for which federal help would be needed, Mr. Bailey cites the proposal to improve service and cut operating costs by joining present PRR and Reading stub-end terminals with a new underground track connection and operating incoming trains of one railroad out on the other without delay. This would require a new underground station replacing the present Reading Terminal and would involve a capital outlay of $39,000,000. On the other hand, it would produce annual savings of between $1,750,000 and $2,000,000, Mr. Bailey says, adding that the plans are ready for when the money is available.

City Solicitor David Berger, who has been active in every phase of the planning that has culminated in the Passenger Service Improvement Corporation, says that city officials have proposed for Congressional consideration in the near future legislation that will have the effect of making rehabilitation of commuter railroads part of the urban renewal program. He is "hopeful," he says, that legislation will be passed that will make possible improvements like the proposed linking of Reading and PRR suburban service.

Mr. Berger, who points out that Philadelphia Mayor Richardson Dilworth is president of the American Council of Mayors and vice president of the American Municipal Association, thinks it is possible that Philadelphia's experiments with improved suburban service at reduced rates may be a pattern other areas will be interested in following.

Philadelphia's experiments have importance in two ways, Mr. Berger says. First, they are a dramatic example of the fact that cities can do something on their own and are not simply coming to Congress with their hands out, and second, as a demonstration that commuter lines, if redeveloped and rehabilitated, can once again carry many thousands of passengers daily. Further, he says, Philadelphia's experience is proof that a healthy rail passenger service, far from creating "railroad land blight," will instead improve property values by relieving metropolitan areas of terribly congested traffic conditions. Mr. Berger mentions a study of 10 major cities. It showed, he said, that in 1959, traffic congestion cost over $5 billion in lost business and increased costs. The national economy can't afford not to do something constructive about this problem, the city solicitor emphasizes.

Philadelphia discussed methods of financing rail improvements with fiscal experts, Mr. Berger said, and decided to use self-supporting bonds. The city hopes eventually, with federal aid, to develop railroad commuter systems that will be so attractive, so fast, and so economical that they will be virtually irresistible, he says, adding, "That's the only way we're going to get people out

INTEGRATED TRAIN AND BUS SERVICE at Torresdale in northeast Philadelphia is the sixth suburban service to come under Philadelphia's cut-fare commuter improvement programs. After two years of trial, the several lines involved show a gain of about 24% in riders over previous levels.

of their cars and off the streets."

Such a program means, Mr. Berger says:

- Replacement of antique equipment with its high operating and maintenance costs with efficient modern equipment. "We'll never get out of the red until we junk all the old equipment," he says. "It's like being given a taxicab company in a good territory but with a fleet of 1923 Buicks. The first thing you have to do is get rid of the 1923 cars."
- Operational improvements, such as the Torresdale turnaround and the Fox Chase electrification (and the Reading-PRR link downtown) to permit the most efficient operations.
- Replacement of "horse-and-buggy era stations" with modern facilities, including ample parking.
- Application of modern merchandising methods in selling improved service. "I personally believe this is one of the most important aspects," Mr. Berger adds.

"You can't sell a non-exist product," he points out. "Frequency of service is important. We've got to do something to enhance use of our facilities in off-peak hours, both in and out. Cut-rate fares, package deals with department stores, there are all sorts of techniques to induce people to ride our trains, and we're going to try them all. We've got to recognize the needs of the public. We've got to study and re-study our schedules. That's how you get them back."

Philadelphia's program is proceeding in phases, Mr. Berger says.

Phase I was a holding operation by UTTB, convincing the railroads that the city was seriously interested in aiding commuter operations, and getting from the railroads a commitment to continue operations while details were being worked out.

Phase II started in the fall of 1958 with Operation Northwest on Chestnut Hill lines of both PRR and Reading (RA, Oct. 27, 1958, p. 82). Service was improved, fares were cut, and public interest in the whole concept was stimulated.

Phase III added additional lines to the experiment (which like the Chestnut Hill lines, were all within city limits). Also in this phase, the Passenger Service Improvement Corporation was created to take over the operations (RA, Jan. 25, 1960, p. 9).

Phase IV Begins

Phase IV, which is getting under way this year, is making substantial material improvements, like the new cars and the proposed electrification. These are important to reduce operating and maintenance costs, and also increase revenue by attracting new riders, Mr. Berger points out.

Phase V is a breakthrough beyond the city limits to the surrounding metropolitan regional basis. "We can't stop our operations at the city line; we hope to make the breakthrough into the suburbs this year."

Phase VI is the redevelopment and renewal of the entire metropolitan commuter system. Here is where the federal aid is needed, Mr. Berger says, in projects for urban renewal, in making it possible to get all 300 new cars the city needs rather than the 52 it can raise capital for, etc.

"I'm firmly convinced that if we replaced present equipment with completely new equipment and took in all 15 surburban rail lines as well as taking over the Philadelphia Transportation [bus and subway] system, we could then say we've solved the Philadelphia area transit problem," Mr. Berger concludes.

On a specific level, budget planning for 1961 and 1962 calls for a capital program of $14,300,000 for commuter operations under PSIC. This includes a total of $200,000 for parking, station improvements and car improvements on Operation Northwest (the two Chestnut Hill lines). Operation Northeast (Fox Chase line of the Reading) is slated to get $1,500,000 for electrification and new signals and another $100,000 for parking and station improvements. Operation Torresdale is scheduled to get a turning loop at $1,100,000 and another $150,000 for stations and parking improvements. The other two operations under PSIC, to Manayunk and Shawmont, are allotted $50,000 for parking and station improvements.

By far the biggest capital item, though, is the $11,000,000 earmarked for new cars. This should buy 52 new cars, says Deputy City Managing Director Bailey, 26 in 1961 and 26 more in 1962. When all are in service, 36 will be used on PRR lines and 16 on Reading lines, with all routes under PSIC getting at least some new cars.

The new cars will be air conditioned and probably stainless steel, since the specifications will include a favorable evaluative factor for both stainless steel and low weight, Mr. Bailey says. The city is thinking generally in terms of cars similar to PRR's six Pioneer III cars, although there will probably be a number of differences when the committee of railroad and city engineers finishes drawing up specifications. If progress continues as expected, bids should be placed and construction begun by July.

Operationally, the biggest problem is to fit the stepped-up service the city

Freight-Car Roller Bearing Applications Zoomed in 1960

Roller bearings installed under U.S. and Canadian main-line freight cars in 1960 almost doubled those applied in any previous year. As shown in the table total applications to main-line freight cars approached the 100,000 car mark.

Type of Car	1939	1940 to 1947 incl.	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	Totals
Box	9	60	25	1	..	..	4	108	2	314	1,910	3,082	1,801	2,035	7,891	28,406
Stock	..	2	471	15	51	..	234	..	..	..	..	..	198	..	3	977
Refrigerator	..	1	..	.	..	..	101	181	191	144	829	1,902	506	250	2,472	8,055
Gondola	..	..	..	..	..	..	..	100	..	26	1	100	144	215	2,640	5,117
Hopper	..	..	334	340	330	..	..	25	99	902	886	1,681	250	300	4,614	12,686
Covered Hopper	..	25	1	..	..	450	140	758	1,126	333	1,089	2,493	1,378	1,274	999	11,805
Ore	..	..	..	20	..	..	150	1,203	1,391	1,332	703	651	776	..	38	6,264
Flat & piggyback	..	3	..	..	..	..	8	..	159	684	160	1,267	2,118	1,775	5,049	13,930
Pulpwood	..	..	..	..	..	150	525	925	..	10	101	1,150	100	..	812	3,773
Tank	..	26	..	..	..	2	..	2	154	138	114	121	81	7	163	1,000
Caboose	..	7	..	20	..	..	15	..	..	33	84	3	25	..	..	191
Miscellaneous & not specified	..	153	..	..	..	..	..	16	5	2	5	3	25	24	120	5,520
Total	9	277	831	396	381	602	1,177	3,318	3,127	3,918	5,882	12,453	7,402	5,880	24,801*	97,724

*Includes 2,451 cars equipped by builders as "in stock" cars or cars not assigned to any railroad or private car line as of Dec. 31, 1960.

Source: Data furnished by Hyatt Bearing Div., General Motors Corp.; SKF Industries, Inc., and The Timken Roller Bearing Co.

wants to provide into the already dense traffic on both PRR and Reading lines, Mr. Bailey says. This explains why the turnaround at Torresdale and electrification of the Fox Chase line are both part of the capital improvement program.

The added trains of Operation Torresdale have to be sandwiched into traffic on the main Pennsylvania line to New York. To handle more frequent Torresdale trains, it will be necessary to build an underpass loop between Torresdale and Cornwells Heights. A new station will also be built, with parking area for 350 cars. This will eventually handle traffic from the interchange with the projected Delaware Expressway of the Interstate System, Mr. Bailey says.

The other major project is the $1,500,000 slated to electrify and provide new signals for approximately five miles of the Reading's line to Fox Chase. This will be an 11,000-volt, 25-cycle, alternating-current electrification, Mr. Bailey says, compatible with existing electrifications of both PRR and Reading, which will permit PSIC to run the new MU cars on all six PSIC lines interchangeably.

The present six lines (2 Chestnut Hill, Fox Chase, Torresdale, Manayunk and Shawmont) are an interim operation, Mr. Bailey thinks, for he believes the outlying areas will come into the city's plan and thus make it possible to bring all 15 suburban lines under PSIC operations. "They need us just as much as we need them," he says, citing the several governmental bodies outside of Philadelphia that have expressed interest if details can be worked out. "If the counties and suburban towns come into PSIC," he says, "it seems certain that PSIC will operate under contract all suburban service in Philadelphia."

Letters from Readers

How to Answer Hoffa

Elmhurst, N. Y.

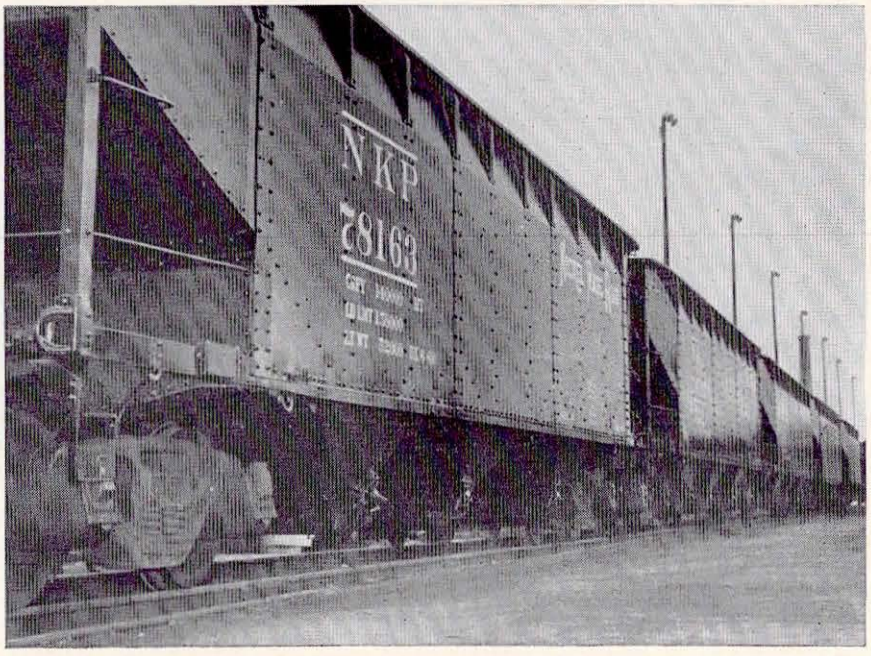
To the Editor:

. . . Mr. Hoffa is out to fight the railroads, and railroad employees should and must challenge Mr. Hoffa by writing their U.S. Senators and members of the House of Representatives in Washington, requesting that railroads be given assistance in time of need, that the 10% tax on passenger travel be eliminated and fair competition [be established] with the trucking outfits, bus lines, airlines and water carriers. . . .

Fred J. Popowich
Past Director-General
Military Railway Service Veterans

YOCAR

1,000 CLASSIC EXAMPLES



THESE 1,000 HOPPER CARS make 1000 classic examples of heavy repair work by YOCAR. These 70-ton Nickel Plate cars have been tailored and fitted by YOCAR engineers — men of imagination . . . men of experience . . . and men who perform with the highest standards of quality and workmanship.

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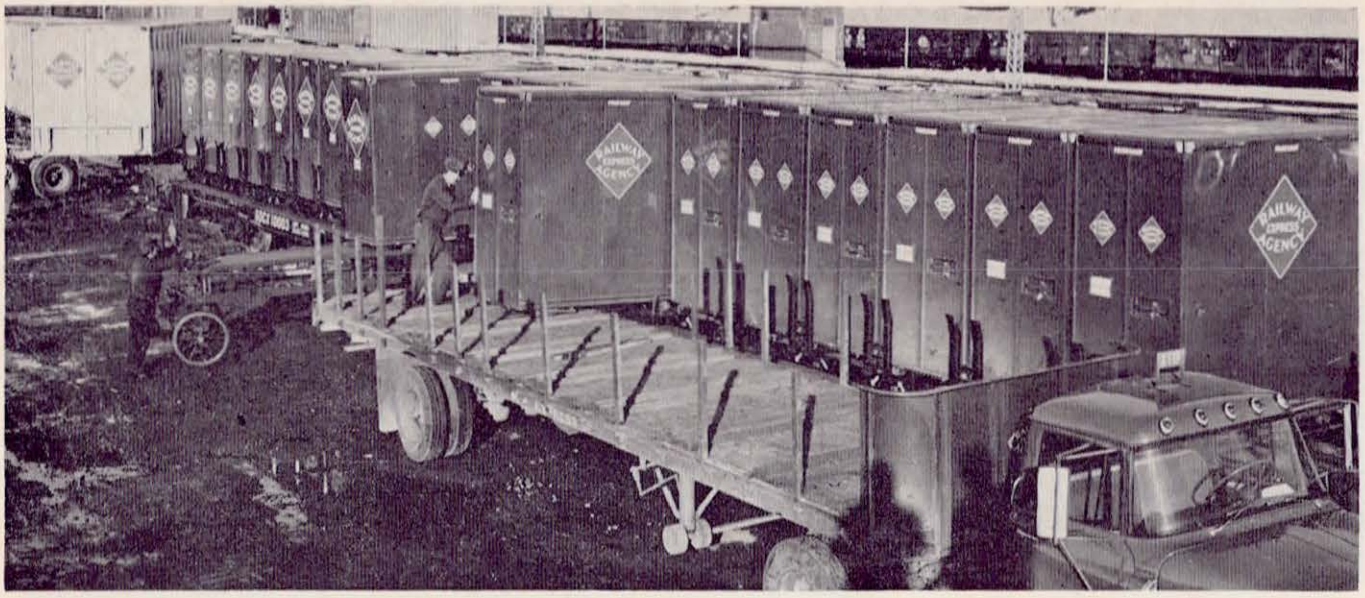
YOCAR YOCAR

Youngstown Steel Car Corporation
NILES, OHIO

CONTAINERS IN THREE SIZES ranging from 44 in. to 40 ft were included in the 71-hr transcontinental run.



SMALL-SHIPMENT CONTAINERS built for REA by Fruehauf made possible 20 different shipments on a single G-85 car.

OPERATION SPEED-UP —2

REA: Under Three Days Coast-to-Coast

Loaded in New York Thursday evening, Feb. 9, a container of specialty goods was delivered to a downtown Los Angeles store in the Hartfield Stores chain early Monday morning, Feb. 13. The shipment, which traveled under existing reduced commodity rates, was part of a demonstration of a new container service soon to be offered REA Express customers (RA, Feb. 13, p. 54).

One of 20 44-in. by 8-ft by 8-ft two-ton magnesium containers, the Hartfield shipment was loaded on a special container rack on a General American Transportation Co. G-85 piggyback car. A 40-ft REA Flexi-Van container and two 20-ft REA Strick-Tainers were loaded on a New York Central Flexi-Van car. The G-85 and the Flexi-Van cars, both equipped for passenger-train operation, traveled 3,183 miles on the New York Central and Santa Fe between 11:30 p.m. EST Feb. 9 and 7:30 p.m. PST Feb. 12. The cars were loaded at Central's Flexi-Van yard at High Bridge in the Bronx, unloaded at the REA Express Terminal at the Los Angeles Union Passenger Station for over-the-road delivery to the consignees.

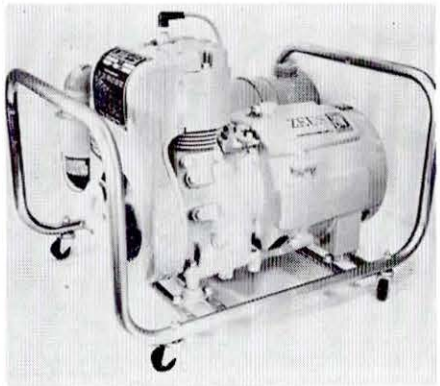
REA President William B. Johnson called the New York-to-Los Angeles run, "a significant breakthrough, promising new transport horizons for nationwide shippers." Mr. Johnson added that the evolutionary growth of speedy, economical, containerized movement of small shipments can be expected as pilot schedules by REA pinpoint the many operational and equipment developments and investment decisions that must be made.

REA's demonstration run made the 960-mile New York-to-Chicago trip on New York Central's Super Van Train No. 1, scheduled at 21½ hours. The cars transferred at Chicago to Santa Fe's Mail and Express Train No. 7 for the 45½-hour, 2,223-mile run to Los Angeles. The rail schedule, as announced by REA was: Lv. New York, 11:30 p.m. EST Feb. 9; Arr. Chicago, (Englewood) 8:00 p.m. CST, Feb. 10; Lv. Chicago (Dearborn Sta.), 11:55 p.m. CST, Feb. 10; Arr. Kansas City, 7:55 a.m. CST, Feb. 11; Arr. Barstow, Calif., 2:05 p.m. PST, Feb. 12; Arr. Los Angeles, 7:30 p.m., PST, Feb. 12.

New Products Report

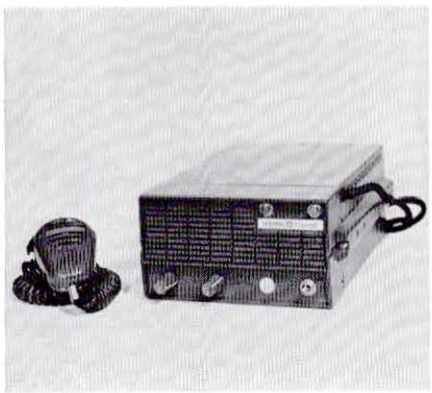
Fiberglass Battery Box

A battery box, designed for switch lamp lighting batteries, is moulded from triple-ply fiberglass and weighs only 10 lb. All hardware and fittings are made of brass, and can handle battery cable from 0.312 in. OD to 0.562 in. OD. A wooden shelf holds all types of air-depolarized batteries now used for switch lamp lighting. Adequate ventilation is provided. *Primary Battery Div., Dept. RA, Thomas A. Edison Industries, Bloomfield, N.J.*



Portable AC Generator

A new model GW-300 heavy-duty portable electric generator is rated at 3,000 watts, 115/230 volts, 60-cycle, single-phase, ac. Powered by a rope-started, 1-cylinder, 4-cycle, air-cooled gasoline engine, the unit will operate for about 5 hr full load on a fuel tank capacity of 2¾ gal. Power outlets are one 230-volt twistlock and two 115-volt 3-prong sockets. *Pesco Products Div., Dept. RA, Borg-Warner Corp., 24700 N. Miles Blvd., Bedford, Ohio.*



Auto or Truck Radio

New GE Pacer radio equipment is designed for under-the-dash mounting in trucks or automobiles. The 15-watt units operate on 25-50 mc or 150-174 mc. The new units have 15 tubes and 2 transistors, with a battery drain of 4.2 amp when "on." The transistor power supply enables the two-way radio to run on a truck's 12-volt electrical system. *General Electric Communications Products, Dept. RA, Lynchburg, Va.*

Aluminum Fluxless Solder

Tin-A-Lum, a universal-type solder for use on most aluminum and zinc-based die castings, eliminates the need for fluxes or soldering fluids. The low-heat fluxless solder will join any metals except cast iron with an ordinary electric soldering iron and may be used with any type heat except a sooty flame. It lessens risk of corroding the parent metal and has good machinability. *Metals For Industry, Inc., Dept. RA, 299 Pavonia Ave., Jersey City 2.*

Punched Card Reader

New machine reads punched cards for input to accounting machines, typewriters, card-to-tape converters and data transmission equipment at rates up to 20 columns per second. The Raeden reader can operate up to 80 columns per second if programmed to skip over unused columns. The multiple-feed unit can hold 500 punched cards and read one at a time under control of the parent machine. *Systronics, Dept. RA, 3673 Newton Street, Torrance, Calif.*

Roll Offset Material

Multilith offset master material is available in a 3-ply teletypewriter roll 8½ in. wide by 167 ft long, wound to about 5 in. outside diameter. The roll is composed of a top ply of direct image series 2000 master material, a middle ply of black non-bleed carbon and a bottom ply of white bond paper. Use of the 3-ply roll provides a record copy at point of receipt at the same time the master is being imaged. *Addressograph-Multigraph Corp., Dept. RA, Cleveland.*

Patch Cords

A new line of patch cords, employing ¾-in. double banana plugs cabled to a wide variety of connectors, has been designed for interconnecting audio and radio frequency circuits. Three different types of cables are available and can be supplied in varying lengths. The plugs have a nickel-plated brass body with nickel-plated four-leaved beryllium copper springs. *Herman H. Smith, Inc., Dept. RA, 2326 Nostrand Ave., Brooklyn 10, New York.*

Steel Strapping Seal

A special high-friction mastic compound coats inside surface of Micro-grip seal in area within which crimping action occurs. Its present use is confined to painted and/or waxed strapping, 1¼ in. wide. The 114G seal, 2¼ in. long, is for use with B-1435 or UB-1435-50 sealer. The 107G, 2-15/16 in. long, is for use with N-1435 pneumatic sealer, or the two hand-powered models. *Signode Steel Strapping Co., 2600 North Western Ave., Chicago 47.*

Voltage Regulators

Line voltage regulators, filament voltage regulators and power supply regulators are available with any of 31 different output voltages ranging from 2.5 to 1,055 volts, rms. The new devices have up to three secondary windings with a total output rating of 10 to 10,000 va. The units operate in any ambient temperature ranging from −10 deg. C to 40 deg. C. Four case styles provide flexibility. *Sorensen & Co., Dept. RA, S. Norwalk, Conn.*

RESERVE CAPACITY

TO:

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- Cut costly damage claims!
- Protect valuable lading!

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WESTINGHOUSE MARK 50 FRICTION DRAFT GEAR

QUICK (and interesting) FACTS: • First Gear to meet A.A.R. Specification M-901E-59! • Official A.A.R. Capacity 38,940 foot-pounds (at rating travel—500,000 pound RFL*) • Average Capacity after sturdiness test 51,760 foot-pounds (at maximum travel—800,000 RFL*)...which means *additional reserve capacity* to cushion lading and car against high-energy impacts! • MARK 50 fits standard 24⅝-inch pockets, has 3¼-inch travel. • MARK 50 is a tremendously important, high capacity Draft Gear designed particularly to protect valuable ladings and keep damage claim costs at a minimum!

(*) RFL—reaction force level.

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Canadian Cardwell Co., Ltd., Montreal 2, Quebec

MARKET OUTLOOK *at a glance*

Carloadings Drop 2.3% Below Previous Week's

Loadings of revenue freight in the week ended Feb. 11 totaled 486,347 cars, the Association of American Railroads announced on Feb. 16. This was a decrease of 11,283 cars, or 2.3%, compared with the previous week; a decrease of 93,803 cars, or 16.2%, compared with the corresponding week last year; and a decrease of 80,841 cars, or 14.3%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended Feb. 4 totaled 497,630 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Feb. 4

District	1961	1960	1959
Eastern	72,220	95,485	88,526
Allegheny	77,111	113,475	100,487
Pocahontas	43,027	51,563	49,420
Southern	104,442	108,502	109,335
Northwestern	57,397	63,802	62,476
Central Western	99,602	107,987	110,136
Southwestern	43,831	47,167	45,372
Total Western Districts	200,830	218,956	217,984
Total All Roads	497,630	587,981	565,752
Commodities:			
Grain and grain products	56,910	47,894	53,455
Livestock	3,011	3,923	3,780
Coal	97,757	110,821	113,273
Coke	5,196	11,292	8,531
Forest Products	34,968	38,652	35,651
Ore	12,039	20,875	14,795
Merchandise l.c.l.	29,822	38,569	42,761
Miscellaneous	257,927	315,955	293,506
Feb. 4	497,630	587,981	565,752
Jan. 28	476,403	603,195*	582,456
Jan. 21	490,049	587,407	555,750
Jan. 14	516,210	605,793	586,342
Jan. 7	439,193	589,801	550,666
Cumulative total, 5 weeks	2,419,485	2,974,177*	2,840,966

*Corrected figures

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Feb. 4 totaled 10,318 cars, compared with 10,696 for the corresponding 1960 week. Loadings for 1961 up to Feb. 4 totaled 48,470 cars, compared with 48,940 for the corresponding period of 1960.

IN CANADA.—Carloadings for the ten day period ended Jan. 31 totaled 80,149 cars, compared with 59,265 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Jan. 31, 1961	80,149	35,275
Jan. 31, 1960	85,531	42,188
Cumulative Totals		
Jan. 31, 1961	249,232	104,024
Jan. 31, 1960	268,585	123,336

New Equipment

LOCOMOTIVES—SPECIAL

► *Locomotive Ownership and Condition.*—Class I roads owned or leased 28,369 diesel units on Jan. 1, an increase of 131 units over Jan. 1, 1960, according to AAR quarterly summary; steam locomotive ownership was reduced by 479.

	Owned or Leased Jan. 1		Stored Serviceable Jan. 1		Waiting Shops Jan. 1	
	1961	1960	1961	1960	1961	1960
Diesel (Units)	28,369	28,238†	909	320	1,754	1,294
Steam (Locomotives)	232	711	79	260	121	386
Electric (Units)	494	541	67	49	56	82
Gas Turbine-Electric	48	36*	2	...	6	....

† Revised
* Formerly included with Diesels

New Facilities

► *Argentina.*—Empresa de Ferrocarriles del Estado Argentino placed with International General Electric a $1.4-million order for electric substation equipment.

► *Canadian Pacific.*—Placed an order with Union Switch & Signal Division of WABCo. for interlocking equipment for installation at South Junction on the Adirondack Sub-Division near Montreal.

► *Chesapeake & Ohio.*—Has signed a contract with Smith-Corona-Marchant Inc. for the lease of teleprinter equipment (including maintenance) for a 7-year period at a cost to exceed $1,000,000.

► *Erie-Lackawanna.*—Will build all-piggyback installations in Chicago (W. 51st Street Yard) and in the New York terminal area (Croxton) at an estimated cost of $1,800,000. The two yards will have a total of 542 paved parking places for trailers. At Croxton, the number of piggyback tracks will be increased from two to eight, including one for Clejan-type loadings. Also included will be a one-story office; a clearance measuring device; a 60-ft, 50-ton scale; four storage tracks and a receiving track; a garage for maintenance of the tractors used in loading the trailers; and fuel pumps and tanks. At Chicago, there will be eight piggyback tracks and two Clejan tracks; a reverse unloading track for cars that arrive with their loads pointed the wrong way for the regular tracks; six storage tracks; a two-story piggyback office; a clearance measuring device, scale, maintenance garage, and fuel pumps.

► *National Railways of Mexico.*—Will use proceeds of a $13.8-million credit from the Export-Import Bank of Washington to finance the purchase of U.S. railroad equipment, materials and services to be utilized in a long-range rehabilitation project. Equipment to be acquired from the U.S. includes 49 diesel units of varying horsepower and signaling and communications items.

► *REA Express.*—Has opened two new "key-point" terminals, at Brentwood and Riverhead, L.I., N.Y. The new terminals are similar to, but smaller than, the $500,000 facility opened in Garden City, L. I., in November 1960.

a RAILWAY AGE time-saver page

Move Bulk In Integral Trains?

At the February meeting of the New York Transportation Research Forum, John G. Kneiling of the engineering firm of Theodore J. Kauffeld raised the question of efficiency in rail transportation of bulk commodities. Integral trains, "barges on wheels," he said, could provide revolutionary savings in such traffic as iron ore from the Mesabi to Pittsburgh, crude oil from Beaumont, Texas, to the Delaware Valley and coal for use in Chicago steam plants. Such trains would have to be owned and controlled by shippers; railroads would provide only permanent way and crews, Mr. Kneiling said. Here's a summary of some of the major points that were raised

From the shipper's viewpoint, railroads offer the possibility of the lowest transportation cost for bulk materials. Properly used, railroads can move bulk commodities cheaper than lake boat, river barge or ocean coastwise tanker, Mr. Kneiling said.

In support of his assertion, Mr. Kneiling noted that clients of Theodore J. Kauffeld, Engineers, included coal and steel firms to whom bulk transportation is of prime importance. These firms had commissioned engineering studies aimed at finding ways of cutting bulk transport costs.

"Automation—in bulk fields—produces startling economics," Mr. Kneiling said, "but bulk line haul carriers have too many vice presidents," and the studies were made on the assumption that it would not be possible to put into effect all the engineering advances that are now possible. Instead, it was decided to complete the studies on the basis of what would have been possible in 1935, in the light of technology as it existed 25 years ago rather than as it exists today. This, it was felt, should offer large savings, and yet not be so revolutionary as to be impossible to put in effect. "It's one fine commentary on our national interest," Mr. Kneiling added, "that a fellow can look back a quarter-century and pull out things that could be called revolutionary."

The engineering studies began with general economic inquiries to find out what demand there would be in various bulk fields for improved transport. The studies indicated that in each of several cases—iron ore from Minnesota that ordinarily moves by lake boat, crude oil from Texas that ordinarily moves by coastal tanker, coal destined for use in Chicago that moves by inland waterways and railroads—the use of an integral, fixed consist train whose cars and motive power would be owned by the shipper and whose movements would be controlled by the shipper rather than the railroad, offered cheaper transportation then present methods.

In a specific iron ore situation, Mr. Kneiling said, a steel company could acquire such a train at a capital cost "less than zero," that is, at a cost less than annual savings in rates. With some companies, he added, the cost would be "quite a bit less than zero."

With coal, the cost would be close to zero, Mr. Kneiling said, if certain railroads would initiate the improvement and apply it to traffic they already had.

With oil, he added, the captial cost would be zero or less only if the cost of the integral train were substituted for the cost of the next tanker, the market for used tankers being small.

"We assume a railroad company would be interested," Mr. Kneiling said, "if it would improve net traffic. . . . No investment by anybody's railroad is involved. Somebody else's money would finance."

In terms of rates, Mr. Kneiling cited iron ore from Mesabi to Pittsburgh, which he said presently moved at rates of about $6.50, including rail-boat-rail-dock charges but not unloading. Wholly owned operations have costs of about $5.50, he suggested. Using the integrated train could cut costs to around $1.50, and leave a good rail profit, he said.

This would be possible, he said, by running trains that would be "barges with wheels on them." The units would be permanently coupled. The unit would have to be run from one source to one destination, but not necessarily always the same source or the same destination. It would have to move at passenger-train speeds to provide economic utilization. Its operation, for maximum economy, would include both loading and unloading—starting with cargo on the ground and depositing it on the ground at the other end. It would have to be serviced at the original terminal for round trip movement, including all fuel that would be needed by the integral locomotives; there would be no stops en route. And the train would have to be able to handle 25,000 tons. There would be no privilege of car-by-car delivery, no diversion, no storage in transit, no yard service. All the railroads would supply would be "the crew and a track to run the train on," Mr. Kneiling said. Such a train would have empty return, but would be economical over distances that would let it move 200,000 tons a year.

What would the railroads get in return? Business that is now moving by some other carrier, Mr. Kneiling said. The shippers, in turn, would get rates that would make it profitable for them to invest in the heavy capital costs of such equipment.

The rates are the key, Mr. Kneiling said, adding, "Arbitrary freight rate cuts will bankrupt anybody's railroad, unless they're backed up with cost cuts at the same time."

"Technologically, such a train was possible in 1935," Mr. Kneiling said. "All that would have been necessary to build it would have been to improve equipment already at hand."

On the question of whether legal changes would be required to put such a train in operation, Mr. Kneiling was optimistic. The techniques involved are different from what has gone before, he said. The shipper owns the train, complete, and provides fuel, power, maintenance, etc. The service the railroad sells is not a freight service; the rates would be not freight rates but service rates. There is no precedent by which the ICC could deny such a train, he said.

"Better tools, rather than depressed wages, are the only way our industries will compete with foreign competition," he concluded.

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.

R. E. McMillan
C&EI

Raymond A. Frick
Am. Brake Shoe

W. J. Joy
Western Industries

J. H. Liebenthal
Western Industries

People in the News

ATLANTIC COAST LINE.—**K. M. Corbett** appointed manager—personnel services, Jacksonville, Fla. Positions of business manager and assistant business manager, relief department, abolished.

BALTIMORE & OHIO.—**Alois M. Link,** manager disbursement accounts, appointed assistant comptroller in charge of disbursement accounts, Baltimore, Md.

CANADIAN NATIONAL.—**William J. Murray,** commercial freight and dairy agent, CNR-Grand Trunk, Minneapolis, appointed general agent, freight sales department there, to succeed **Paul M. Fye,** retired.

N. A. Klodniski, assistant electrical and mechanical engineer, CNR, Montreal, appointed electrical and mechanical engineer—system, Montreal, succeeding the late **N. S. B. Watson.** Mr. Klodniski's former position abolished.

Robert Ayre appointed supervisor of visual redesign for the CNR.

J. C. A. Hubert appointed acting trainmaster—road foreman, CNR, Senneterre, Que.

CANADIAN PACIFIC.—**N. R. Crump,** president, Montreal, Que., elected chairman, succeeding the late **W. A. Mather.** Mr. Crump will continue as president.

CHESAPEAKE & OHIO.—**L. S. Fidler,** general foreman, Peru, Ind., appointed master mechanic, Russell, Ky., succeeding **W. S. C. Burwell,** transferred to the Richmond (Va.) division. **F. H. Porter,** general foreman, locomotive department, Richmond, succeeds Mr. Fidler at Peru and his former position abolished.

CHICAGO & EASTERN ILLINOIS.—**R. E. McMillan,** superintendent transportation, promoted to the newly created position of assistant to the president. **Mary Ann Hurley,** secretary to the president, appointed administrative assistant to the president.

E. M. Caldwell appointed general agent, St. Louis.

B. A. Logan appointed general freight agent, Evansville, Ind., to succeed **H. L. Southerland,** transferred to Chicago, **F. R. McVoy,** general freight sales manager, Midwestern region, Chicago, named manager of motor service there, succeeding, **T. F. Behler,** resigned. **H. H. Olmsted** replaces Mr. McVoy.

CHICAGO & ILLINOIS MIDLAND.—**Vance H. Williams,** vice president—traffic, Springfield, Ill., retired Jan. 31. **J. R. Mosteika,** general freight agent, appointed general traffic manager. **A. L. Holman** appointed general freight agent.

DENVER & RIO GRANDE WESTERN.—**M. F. Black** appointed superintendent of communications, succeeding **B. W. Molis,** named assistant chief engineer. Mr. Molis retains supervision of the signal department.

FRISCO.—**G. R. Clinkenbeard** and **C. P. Battaile** appointed assistant superintendents at Oklahoma City, Okla., and Amory, Miss., respectively. **D. L. Patton** named terminal trainmaster, Memphis, Tenn.

GULF, MOBILE & OHIO.—**W. S. Pipas** named superintendent of signals, Bloomington, Ill., succeeding the late **H. C. Sampson** (RA, Jan. 23, p. 33).

ILLINOIS TERMINAL.—**E. L. McKenzie** appointed assistant to general traffic manager, St. Louis, Mo.

LOUISVILLE & NASHVILLE.—**J. E. Harmon** appointed assistant comptroller; **E. W. Schoenlaub,** auditor of disbursements, and **W. E. Mullen,** assistant to auditor of disbursements.

Rufus J. May, assistant shop superintendent, Louisville, appointed superintendent of shops, South Louisville, succeeding **W. C. Rollings,** named assistant manager, planning and production.

Ira W. King, formerly with Union Switch & Signal Division of Westinghouse Air Brake Co., Pittsburgh, named transportation engineer, L&N, Louisville.

MEXICAN GOVERNMENT RAILWAY SYSTEM.—**F. T. Scanlan** appointed executive representative, Washington, D.C., effective Feb. 1.

MILWAUKEE.—**A. E. Johnson,** assistant to chief purchasing officer, Chicago, named purchasing agent there, succeeding **C. B. Hanover,** who has assumed the title of assistant to chief purchasing officer at his own request.

NEWBURGH & SOUTH SHORE.—**Raymond G. Wintrich,** assistant general superintendent, Cleveland, appointed assistant general superintendent—engineering.

NEW YORK CENTRAL.—**Floyd F. Dubay,** superintendent of shop, West Detroit, Mich., appointed superintendent maintenance—special car equipment, Detroit.

A. F. Rozell appointed assistant to director coordinated merchandise operation, New York, succeeding **A. A. Burkhardt,** retired.

NORFOLK & WESTERN—**Wilbur D. Bondurant,** general agent, Birmingham, Ala., transferred to Baltimore, succeeding **Paul E. Davidson,** transferred to Pittsburgh.

PENNSYLVANIA.—**N. P. Patterson** appointed acting superintendent-personnel, Northwestern region, Chicago.

H. W. Wittman named master mechanic, Northwestern region, Chicago.

REA EXPRESS.—**Harry J. Bennett,** eastern sales manager, appointed regional marketing manager, Chicago. **Frank J. Ensor,** assistant general traffic manager, New York, appointed regional marketing manager, Southern region, Atlanta, Ga. **William J. Roche** continues as southern sales manager.

ROCK ISLAND.—**John H. Lloyd,** assistant vice president-operations, appointed acting vice president-operations.

SOUTHERN.—**George M. Williams,** assistant to vice president, appointed assistant vice president—department of finance and taxation, Washington, D.C. **Thomas M. England,** assistant director of taxes, named director of tax administration; **Martin A. Allwine,** assistant director of taxes, appointed director of tax review and **Edwin F. Neagle** named assistant director of tax administration, all at Washington.

TEXAS & NEW ORLEANS.—**D. C. Dayton,** valuation engineer and tax commissioner, Houston, Tex., retires Feb. 28.

TEXAS & PACIFIC.—**George W. Stone,** assistant superintendent, Eastern division, Fort Worth, Tex., appointed assistant superintendent, Eastern division, Louisiana section, Alexandria, La., succeeding **Raymond H. Blassingame,** promoted (RA, Feb. 6, p. 28). **Richard E. Gray,** trainmaster, Addis, La., succeeds Mr. Stone, and in turn is replaced by **Curtis A. Boyd,** train dispatcher, Fort Worth. **Sam R. Wall** named terminal trainmaster, Texarkana, Tex.

UNION PACIFIC—**John G. Duggan,** foreign freight agent, New York, appointed general traffic agent, Milwaukee, Wis.

O. W. Ryan, general industrial agent, Portland, Ore., appointed manager of properties, Northwestern district.

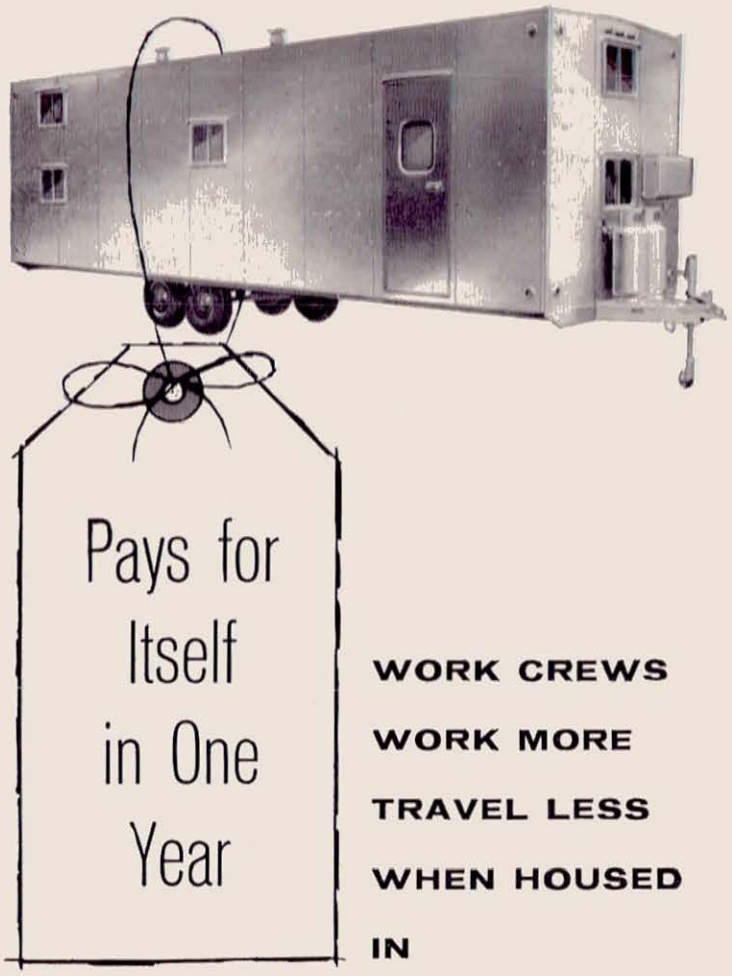
Supply Trade

Raymond A. Frick, vice president, Railroad Products Division, **American Brake Shoe Co.,** has been appointed executive vice president of that division, New York.

Q and C Co., New York, has been purchased by **Western Industries,** Inc., Chicago. Q and C will be relocated at 2742 West 36th Place, Chicago, and it will be operated as a division of **Western Railroad Supply Co. M. Iseldyke,** president, and **R. R. Martin,** vice president, of Q and C, are retiring. **W. J. Joy** has been appointed general sales manager and **J. H. Liebenthal** will be the chief engineer of the company's new railroad equipment division.

F. D. Lapham, director of production control and purchasing, **Electro-Motive Division** of **General Motors,** has been appointed general administrative manager.

E. C. Chapman, manager of the eastern division, **Caterpillar Tractor Co.,** has been appointed assistant manager of the sales de-



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velopment department. **W. E. McCoy,** manager of the southwest division, replaces Mr. Chapman. The northwest and southwest sales divisions will be merged into the new western division, managed by **J. A. Justeson.**

Robert G. Hilts has been appointed advertising manager of the **Pocket List of Railroad Officials** at New York, succeeding **Allen F. Clark.**

R. C. Geekie & Associates, 28 Berkshire, St. Louis, Mo., have been appointed sales representatives for **Union Spring & Manufacturing Co.,** New Kensington, Pa. They will handle railroad sales in the St. Louis and Southwest areas of the United States.

Samuel P. Goodloe and **R. Goodloe Saunders,** manufacturers' agents of railroad supplies in the Southeast, have been appointed to represent the **Heywood-Wakefield Co.** in that area. They will continue to operate from their headquarters in Richmond, Va.

John T. Degman, sales representative, has been appointed manager of railroad sales, Chicago district, **Chipman Chemical Co. Hampton A. Lyness,** assistant district manager, Chicago division, has been appointed district sales manager at Kansas City, serving Nebraska, Kansas, Iowa and Missouri.

Konrad Loebl has been promoted to manager—railroad sales, **Anaconda Wire & Cable Co.,** Chicago. Mr. Loebl was formerly in the Cincinnati district sales office.

Ralph F. Anderson has been appointed southeastern railroad sales manager, **Motorola Communications and Electronics, Inc.**

Robert W. Carpenter has been appointed southeast sales manager, Railway Appliance Division, **True Temper Corp.** of Cleveland, Ohio, at Richmond, Va. **C. C. Connolly,** formerly southeast sales manager, will continue to handle sales to certain railroads in the southeast section of the United States.

Samuel C. Johnson has retired as a vice president and director of **Dearborn Chemical Co.,** to devote full time to two major railway associations. He will serve as executive secretary for the Association of Track & Structure Suppliers and as assistant secretary and director of exhibits for the National Railway Appliances Association.

Victor H. Peterson has been appointed vice president—sales, Western region, Railway Division, **Budd Co.,** Chicago, succeeding **Joseph F. Clary,** recently named vice president—sales, Railway Division. Mr. Peterson was formerly vice president, Railroad Division, **Fairbanks, Morse & Co.,** Chicago.

Parker-Hannifin Corp. has appointed **Dupar Dynamics Corp.,** 220 Westlake North, Seattle 9, Wash., and 1960 S.E. Hawthorne Blvd., Portland 14, Ore., and **Dupar Dynamics Inc.,** 695 B Street, Hayward, Calif., as distributors of Parker railroad air brake hose and fittings.

C. W. Lindstrom has been named assistant to executive vice president and general manager, **Enterprise Railway Equipment Co.**

OBITUARY

Robert J. Aitchison, retired chairman of the board, **Fansteel Metallurgical Corp.,** died Feb. 5 in Evanston Hospital, Evanston, Ill.

Henry A. Huber, 90, retired superintendent of the refrigeration department, **Rock Island,** died Feb. 6 at Chicago.

AUTOMATIC YARDS

(*Continued from page 17*)

tenance positions in an automatic yard. One road bulletins the maintenance positions early in the planning stage, so that the men can take part in constructing and installing the complex electronic control equipment. These men usually attend schools held by the equipment manufacturers. Another railroad has a retarder technician who is responsible to the division signal supervisor. All signal maintenance forces in the yard are responsible to the retarder technician.

The complexity and large amount of electronic equipment, including an analog computer, accounts for the relatively high maintenance costs in a modern automatic yard, compared with those at older yards. The modern automatic yard is so dependent upon complex electronic and automatic equipment for operation that high maintenance standards are essential. With investment in a modern automatic yard running into millions of dollars, a railroad can't afford equipment failures.

Whether to use skates or inert retarders at the bowl end of the class tracks to stop cars is a moot point. Most roads use one skate on each track. Some use two skates per track to get a shorter stopping distance. One railroad has used a single-rail mechanical retarder, which is normally closed. When the class track is to be pulled, the motion of the engine through the retarder will "spring" it open, and it will stay open. To be placed in the retarding position, a power machine is used to drive it closed. Some roads use inert retarders instead of skates.

"We have not found it necessary to use skates or inert retarders at our automatic yard," reports one signal engineer. "Continuous checks on impact speeds and the fine adjustment that we have achieved on retarder controls make skating unnecessary. We have not had any cars foul the ladder tracks at the bowl end of the class yard."

Contrasted to cars that run away, is the occasional problem of skewed trucks causing cars to slow down and stop short on a class track. Several methods have been employed to straighten trucks. One road has welded short sections of 3/8-in. rod on top of the rail on the approach to the turnout curves to jar the trucks back into alinement. Another road, which found that method unsatisfactory, ground eight or nine spots along 3 in. of the top of the rail to create a washboard effect. Other roads have used guard rails to provide the proper "kick" to aline trucks.

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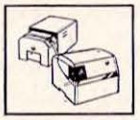
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Regulation or Execution?

Are the Interstate Commerce Commission (a perceptive minority excepted), and hearing examiners, out to destroy the railroads—either physically or, anyhow, as private enterprise? Not consciously perhaps, but the cow that kicked over the lantern which started the great Chicago fire was probably not activated by evil motives, either. The Commissioners and their expert employees, however, can scarcely plead ignorance of the facts—railroad earnings at about 2% on the investment, inadequate plant renewal, a continuing decline in the ratio of total traffic moving by rail.

With full knowledge of the acute crisis confronting the railroads, a majority of the Commission nevertheless recently condemned them to holding a 6% rate umbrella over the traffic of a "fishyback" ship operator between the Gulf and East coasts (RA, Feb. 6, p. 38). Pending before the Commission is the extravagantly adverse proposed report of Examiner G. A. Dahan on Plan 3 piggyback service by the railroads (RA, Aug. 22, 1960, p. 9). Now along comes this thing by Examiner Hyman Blond (RA, Feb. 6, p. 9)—a proposed report turning down the application of the Illinois Central and the Southern Pacific to operate barges on the Mississippi and Gulf coastal canals.

The Commission and its examiners have responsibilities to several forms of transportation. They're supposed to regulate them in a manner not inconsistent with their economic health. But it's the agencies enjoying "spectacular" growth—i.e., barges and trucks, that Examiners Dahan and Blond insist on protecting.

Whence comes the anti-railroad attitude of such examiners as Messrs. Blond and Dahan? James Hoffa has been issuing instructions to the ICC as to how it should decide competitive rate cases. Have some regulators been unconsciously influenced by his fulminations?

Some of the water carriers have been setting up a din to the same effect. Examiner Blond knew he was getting a propaganda barrage from the barge operators. He let that fact slip out, in his report, by putting quotation marks around the term "selective rate cutting" (which is the rallying cry of the anti-railroad propagandists). Despite Mr. Blond's evident awareness that he was being fed a product of questionable merit, he went right ahead and accepted most of it anyhow.

The Blond report is a compendium of illogic. The Hay barge line that the IC and SP want to buy is now owned by a steel fabricator. It is all right that a manufacturer should be engaged in the transportation business, but contrary to the public interest (so Mr. Blond believes) that this manufacturer should sell his transportation business to reputable transportation companies.

Mr. Blond notes that barge operators on the Mississippi are earning 9.28% on their investment—and that railways serving this area earned 4.16% (less than half as much). Yet, Mr. Blond seems afraid the Hay barge line, with railroads behind it, would find it easier to raise new capital than other barge lines do. These beleaguered and investment-poor barge lines, incidentally, increased their business a mere 190% in the decade ended last year—indicating what a tough job they're having to provide themselves with adequate new capital.

Incidentally, Mr. Blond also passes along, without criticism, the contention of barge operators that the kind of rates railroads charge are forcing barge lines to operate "at levels barely sufficient to cover out of pocket costs." When a transportation enterprise can earn better than 9% on its investment, while charging no more than out-of-pocket costs—by what possible excuse can Mr. Blond deny long established and reputable transportation companies an opportunity to engage in this lucrative business—to offset some of their meager railroad earnings?

Mr. Blond believes railroads have a great advantage over barge lines, in that they serve a lot of inland points not reached by barges. That is debatable. If railroads served only great centers of traffic concentration where traffic originated only in trainloads, their costs would be only a fraction of their present expense. But it is because railroads *do* serve other points that the public interest requires them to be kept in business, somehow—and this is just the point that some Commissioners and some examiners too often ignore. While some Commissioners deplore the undermining of common carriers by unregulated and private transportation, their colleagues and subordinate employees seem to be doing their level best to aid and accelerate that disastrous trend.

An examiner who writes a report like this Blond job ought to put on a black cap when releasing it to the public.

(*Continued from page 17*)

tenance positions in an automatic yard. One road bulletins the maintenance positions early in the planning stage, so that the men can take part in constructing and installing the complex electronic control equipment. These men usually attend schools held by the equipment manufacturers. Another railroad has a retarder technician who is responsible to the division signal supervisor. All signal maintenance forces in the yard are responsible to the retarder technician.

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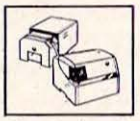
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You Ought To Know...

Permission to abandon all operations has been asked again of the ICC by the Chicago North Shore & Milwaukee. Action on a similar petition was deferred for a year last May and the electrified line was told to seek a fare boost. It got the increase—23%—but, according to CNS&M, it didn't do the trick. Wage increases and patronage losses took their toll. By May 1961 there may not be enough money available to meet payrolls.

Purchase of 420 containers from Freuhauf at a cost of $1,250,000 was announced last week by American President Lines. The 8- by 8- by 20-ft containers can travel by rail, highway or steamship, the company noted. They will be used on four ships plying between the U.S. and the Orient, including two partial container ships now being built in San Francisco at a cost of $32,000,000.

The "offshoot" costs of the recent New York harbor area strike are still being added up. Item: Railroad Unemployment Insurance benefits amounting to more than $860,000 were paid out, to 631 strikers and 13,023 non-strikers who were idled in connection with the walkout staged by members of three maritime unions.

What the ICC seeks to determine is "how best to referee a fierce competitive struggle between regulated carriers in the face of rapidly increasing growth in unregulated transportation." That's the way the Commission's new chairman, Everett Hutchinson, puts it. And he goes on to predict that regulation of the future "probably will be broader in scope, but lighter in depth—more extensive but in less detail." He explains that such "expansion in scope, not in depth," may become necessary "to cope with the explosive growth of unregulated carriage."

Passenger service can pay, says Canadian National, but only if legislation is passed to encourage elimination of little-patronized trains. "The CN intends to be as aggressive in curtailing unwanted services which are not required as in building its other passenger train services," General Sales Manager Pierre Delagrave told a Board of Transport Commissioners' hearing of the road's application to discontinue the Barry's Bay-Ottawa passenger-train service.

Illinois Central's St. Louis Division—biggest on the railroad—is the 1960 winner of the President's Award for outstanding performance in employee safety. The division's record: 5.80 lost-time injuries per million man-hours worked. Overall, IC posted a 1960 record of less than seven lost-time injuries per million man-hours. Or, as President Wayne A. Johnston noted, "on an average, an employee under our 1960 safety performance would have to work more than 75 years before he would have his first injury."

"Why should anyone want to 'smash back' at progress?" The question was asked last week by REA Express Vice President Anthony F. Arpaia, who quoted a trucking trade paper as saying that "independent motor common carriers are smashing back at attempted expansion of the reorganized and rejuvenated REA . . . into the motor freight field." Mr. Arpaia found it "strange that the dynamic spirit and determined purpose of REA to serve the public better is resented by other carriers." He said truckers have nothing more to fear from REA than "clean, fair, free enterprise competition."

The traffic department of the Quanah, Acme & Pacific will be discontinued effective March 1. Quanah officers are asking all shippers to direct inquiries regarding routes, rates and schedules to Frisco traffic offices (Frisco owns 100% of the 120-mile bridge line's stock). Under the new traffic setup, "all QA&P routes will be continued in effect and the separate corporate identity of QA&P will be maintained," according to Executive Vice President W. L. Richardson.

Aggressive sales promotion and employee-interest programs are given a large share of the credit for a 1.3% increase in Santa Fe passenger revenues last year. Vigorous solicitation of convention, tour and other excursion business produced more than $2.3 million in added passenger revenue; travel tips (employee learns of prospective trip and reports it to passenger traffic department for solicitation follow-up) turned up revenue which the road wouldn't otherwise have earned in 390 out of 649 tips received—a successful sale return of better than 60%.

Hearings on the Milwaukee Road's proposal to discontinue operation of the "Olympian Hiawatha" (between Minneapolis and Seattle-Tacoma) are scheduled to end Feb. 24. The ICC has ordered continuation of the service for not more than four months beyond Jan. 8, date originally set by the Milwaukee for termination of the operation.

Tri-directional tape converter has been installed by the Canadian Pacific at Windsor Station, Montreal. The Digitronics Corp. machine converts information received from the field on teletype paper tape to magnetic tape for processing on CPR's high speed computer, converts processed information on magnetic tape to paper tape for relay via teletype to other offices, and can pick out information from one reel of magnetic tape and reproduce it on another.

ICC Upgrades Writing

Better writing in ICC reports is expected to result from a new plan of giving opinion-writing responsibility to individual commissioners. The plan, effective March 1, will apply to cases submitted to a division or the Commission for initial decision or reconsideration. Draft reports will be prepared as specifically directed by the commissioner having responsibility for the case involved. Under present procedures, draft reports are prepared in bureaus where they are also reviewed, and then submitted to a division or the Commission for consideration.

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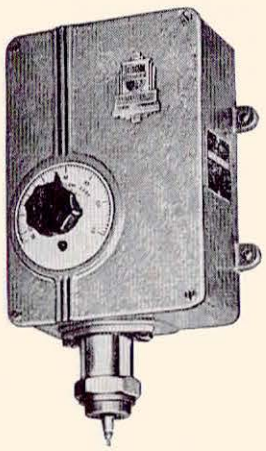

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And versatility is still another! Partlow designs controls specifically for railroad applications. The ZC model shown here, for example, is equipped with up to 5 switches, enabling it to cope with the most modern and exacting circuitry.

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*Railway Age, Feb. 8, 1960

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Regulation or Execution?

Are the Interstate Commerce Commission (a perceptive minority excepted), and hearing examiners, out to destroy the railroads—either physically or, anyhow, as private enterprise? Not consciously perhaps, but the cow that kicked over the lantern which started the great Chicago fire was probably not activated by evil motives, either. The Commissioners and their expert employees, however, can scarcely plead ignorance of the facts—railroad earnings at about 2% on the investment, inadequate plant renewal, a continuing decline in the ratio of total traffic moving by rail.

With full knowledge of the acute crisis confronting the railroads, a majority of the Commission nevertheless recently condemned them to holding a 6% rate umbrella over the traffic of a "fishyback" ship operator between the Gulf and East coasts (RA, Feb. 6, p. 38). Pending before the Commission is the extravagantly adverse proposed report of Examiner G. A. Dahan on Plan 3 piggyback service by the railroads (RA, Aug. 22, 1960, p. 9). Now along comes this thing by Examiner Hyman Blond (RA, Feb. 6, p. 9)—a proposed report turning down the application of the Illinois Central and the Southern Pacific to operate barges on the Mississippi and Gulf coastal canals.

The Commission and its examiners have responsibilities to several forms of transportation. They're supposed to regulate them in a manner not inconsistent with their economic health. But it's the agencies enjoying "spectacular" growth—i.e., barges and trucks, that Examiners Dahan and Blond insist on protecting.

Whence comes the anti-railroad attitude of such examiners as Messrs. Blond and Dahan? James Hoffa has been issuing instructions to the ICC as to how it should decide competitive rate cases. Have some regulators been unconsciously influenced by his fulminations?

Some of the water carriers have been setting up a din to the same effect. Examiner Blond knew he was getting a propaganda barrage from the barge operators. He let that fact slip out, in his report, by putting quotation marks around the term "selective rate cutting" (which is the rallying cry of the anti-railroad propagandists). Despite Mr. Blond's evident awareness that he was being fed a product of questionable merit, he went right ahead and accepted most of it anyhow.

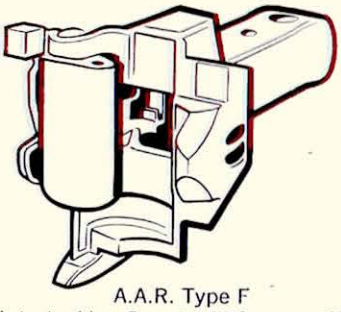
The Blond report is a compendium of illogic. The Hay barge line that the IC and SP want to buy is now owned by a steel fabricator. It is all right that a manufacturer should be engaged in the transportation business, but contrary to the public interest (so Mr. Blond believes) that this manufacturer should sell his transportation business to reputable transportation companies.

Mr. Blond notes that barge operators on the Mississippi are earning 9.28% on their investment—and that railways serving this area earned 4.16% (less than half as much). Yet, Mr. Blond seems afraid the Hay barge line, with railroads behind it, would find it easier to raise new capital than other barge lines do. These beleaguered and investment-poor barge lines, incidentally, increased their business a mere 190% in the decade ended last year—indicating what a tough job they're having to provide themselves with adequate new capital.

Incidentally, Mr. Blond also passes along, without criticism, the contention of barge operators that the kind of rates railroads charge are forcing barge lines to operate "at levels barely sufficient to cover out of pocket costs." When a transportation enterprise can earn better than 9% on its investment, while charging no more than out-of-pocket costs—by what possible excuse can Mr. Blond deny long established and reputable transportation companies an opportunity to engage in this lucrative business—to offset some of their meager railroad earnings?

Mr. Blond believes railroads have a great advantage over barge lines, in that they serve a lot of inland points not reached by barges. That is debatable. If railroads served only great centers of traffic concentration where traffic originated only in trainloads, their costs would be only a fraction of their present expense. But it is because railroads *do* serve other points that the public interest requires them to be kept in business, somehow—and this is just the point that some Commissioners and some examiners too often ignore. While some Commissioners deplore the undermining of common carriers by unregulated and private transportation, their colleagues and subordinate employees seem to be doing their level best to aid and accelerate that disastrous trend.

An examiner who writes a report like this Blond job ought to put on a black cap when releasing it to the public.



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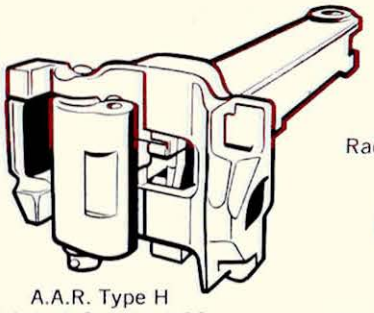

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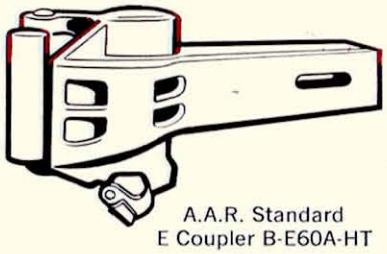

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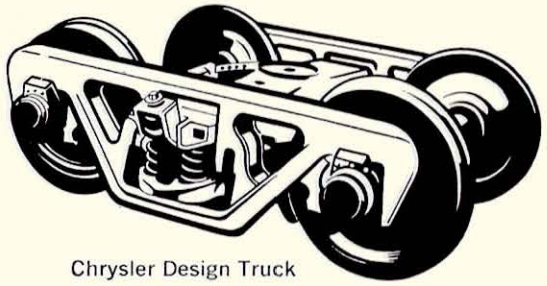

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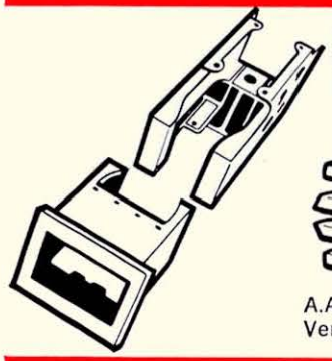

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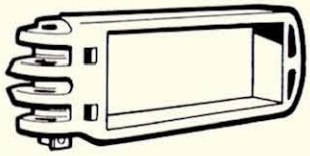

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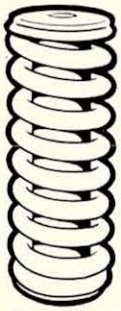

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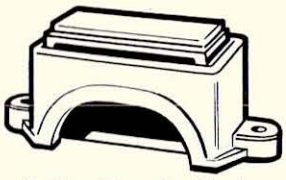

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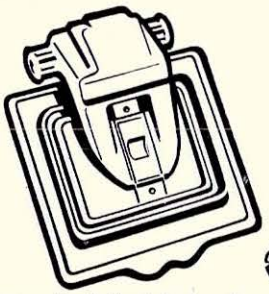

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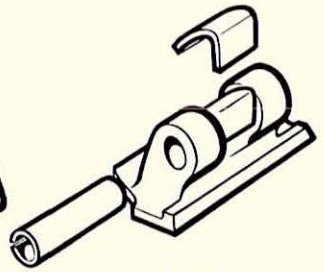

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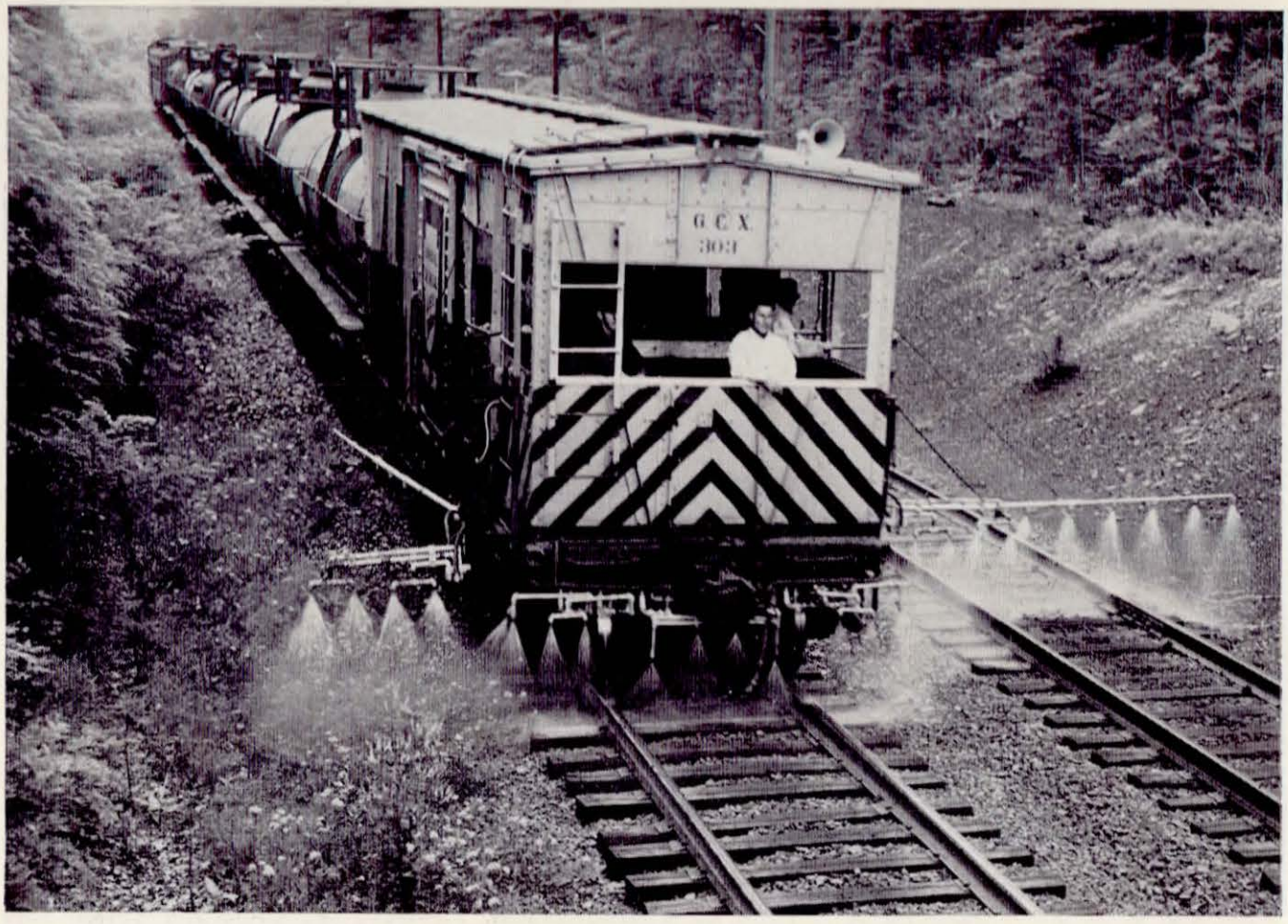

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